

# **Bicycle Collision Data in Washington State**

## **1988 to 1993**

May 1994  
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## APPENDIX

### **Section**

- A. Modified Cross/Fisher Classification Method Used by WSDOT
- B. Cross/Fisher Classification Method
- C. Pedalcyclist Collision Data from WSTSC

## **Introduction**

In order to effect a bicycle safety improvement program and create a safe bicycling environment, it is necessary to understand why bicycle collisions occur. This report is intended to assist planners, traffic engineers, safety professionals, bicycle advocates, and others in the identification of collision types occurring in geographical areas of interest in the State of Washington. Informed decisions can then be made on how best to address problem areas. The report provides data on bicycle collisions in the State of Washington for the period 1988 to 1993.

Information on bicycle collisions was obtained from the collision records maintained by the Washington State Patrol (WSP). Vehicular collisions in Washington in which more than \$500 damage occurs or injury or death occurs are required to be reported by means of a traffic collision report. The collision records are from both driver and law enforcement collision reports submitted to WSP. There are 24 bicycle collisions included in the February 1995 revision that were not in the original May 1994 version. The 24 collisions were overlooked due to the bicyclist not being the first object struck. Collisions involving tricycles (35) and unicycles (4) were excluded from the data. It should be noted that bicycle collisions not involving a motor vehicle are not recorded into the WSP database.

Collision types were categorized using a modified version of the Cross/Fisher bicycle collision classification method. Modification of the Cross/Fisher classification method was necessary due to the WSP records not being fully compatible with the Cross/Fisher method and due to the number of records used in the analysis. Functional class of roadway by county was selected for the stratification of collisions to assist in the identification of the types of collisions occurring by road ownership and to allow the comparison with statewide averages. The five functional classes of roadways are (1) Interstate, (2) Highways, (3) County Roads, (4) City Roads, and (5) Other Roads/Paths/Trails. The latter functional class would include off road, government ownership such as the military, the University of Washington, private roads, etc. Additional categorization was performed for specific age groups for each functional roadway class. The seven age groups are (1) less than 5, (2) 5 to 9, (3) 10 to 15, (4) 16 to 24, (5) 25 to 34, (6) 35 to 54, (7) 55 or older. A summary of annual collisions was also performed.

Figures have been included in the revision of the report to assist the reader in comprehension of the data.

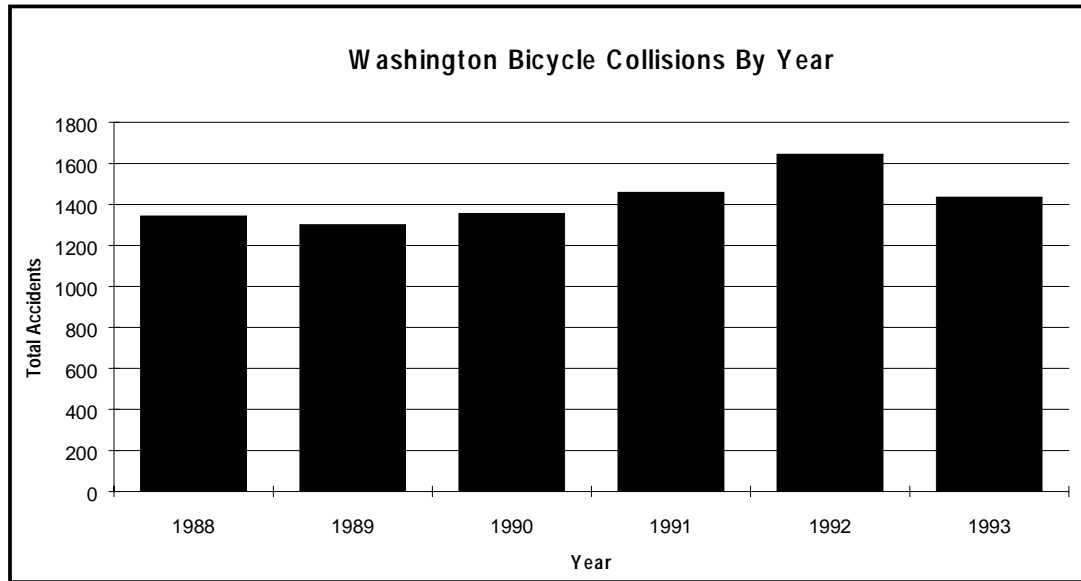
Caution should be used in the use of annual collision data in determining trends as the number of collisions are related to exposure to the potential for collisions. Collision exposure varies from year to year and is influenced by such factors as population growth, the number of cyclists, the number and length of trips made, the development of bicycle facilities, safety improvements, and weather. For instance, the decrease in bicycle collisions from 1992 to 1993 is most likely due to the difference in the weather (1993 had a high number of rainy days during the summer months) rather than a behavioral change of cyclists/motorists or increase in safer facilities for bicyclists.

More detailed bicycle collision information may be desirable for specific geographic locations in the development of non-motorized transportation plans and safety improvement projects. Requests for this information can be made through the Washington State Department of Transportation - Transportation Data Office.

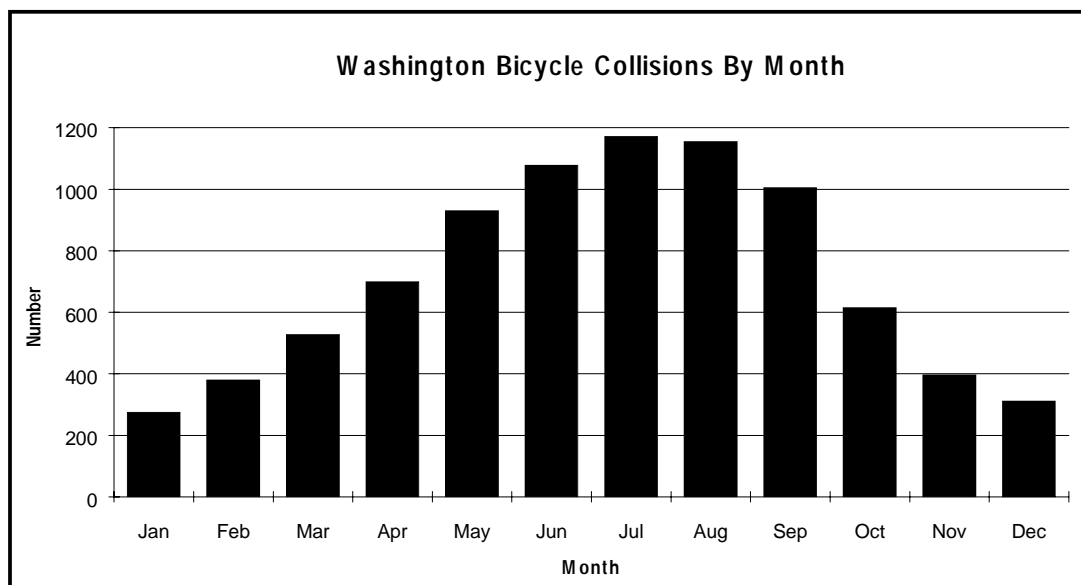
Appendix A contains the modified version of the Cross/Fisher classification method used for this report.

Appendix B contains a copy of the Cross/Fisher Classification of Bicycle/Motor Vehicle Collisions. The classifications were obtained from the report by The Harborview Injury Prevention and Research Center and King County entitled *Pedestrian and Bicycle Collisions With Motor Vehicles in King County, 1985 - 1990*. It is included for the convenience of users that may wish to analyze a specific area and not use a modified method.

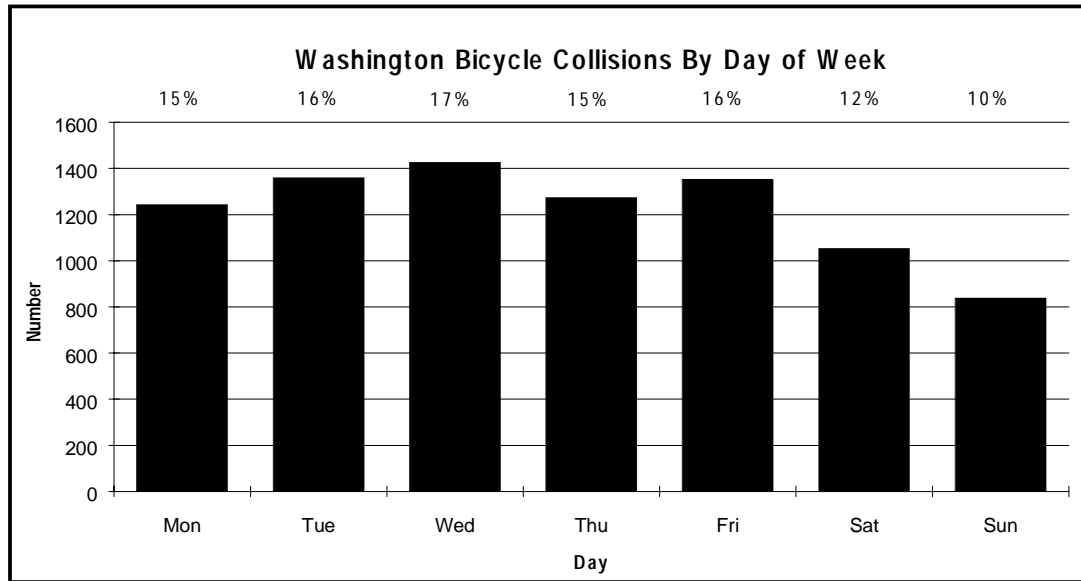
Appendix C contains a copy of pedalcyclist collision data for 1993 prepared by the Washington State Traffic Safety Commission from the report entitled *1993 Traffic Collisions in Washington State*. The pedalcyclist data includes tricyclists and unicyclists, as well as bicyclists. The collision rate data (collisions per 10,000 population) contained in their report is very useful and can be utilized in conjunction with the information presented in this report. It has been included for the convenience of the user.



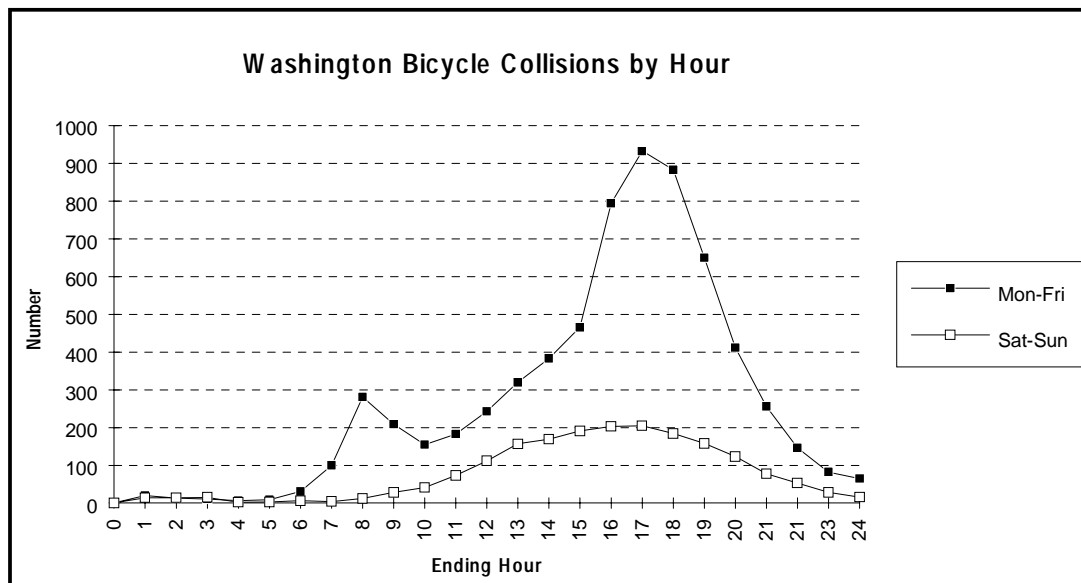
**Figure 1:** Bicycle Collisions By Year



**Figure 2:** Bicycle Collisions By Month

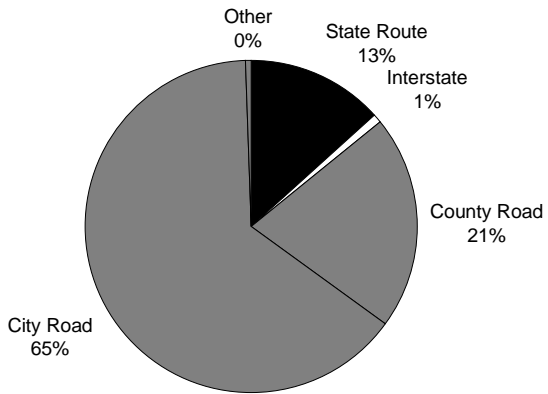


**Figure 3:** Bicycle Collisions By Day of Week



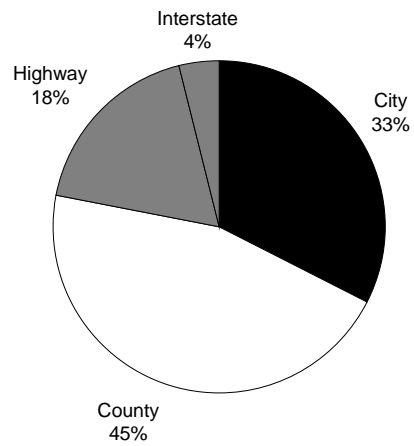
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**Bicycle Collision Location By Road Type**



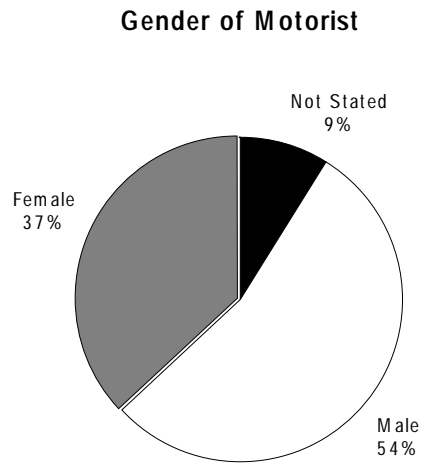
**Figure 5:** Bicycle Collision Location By Road Type

**Bicycle Fatal Collision Location By Road Type**

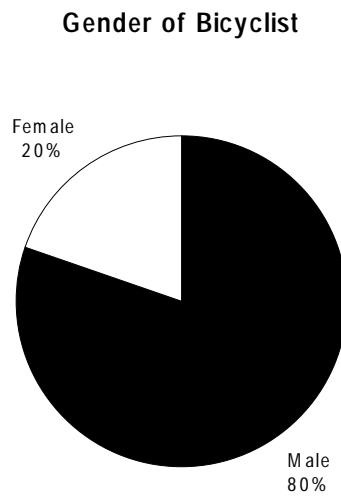


**Figure 6:** Bicycle Fatal Collision Location By Road Type

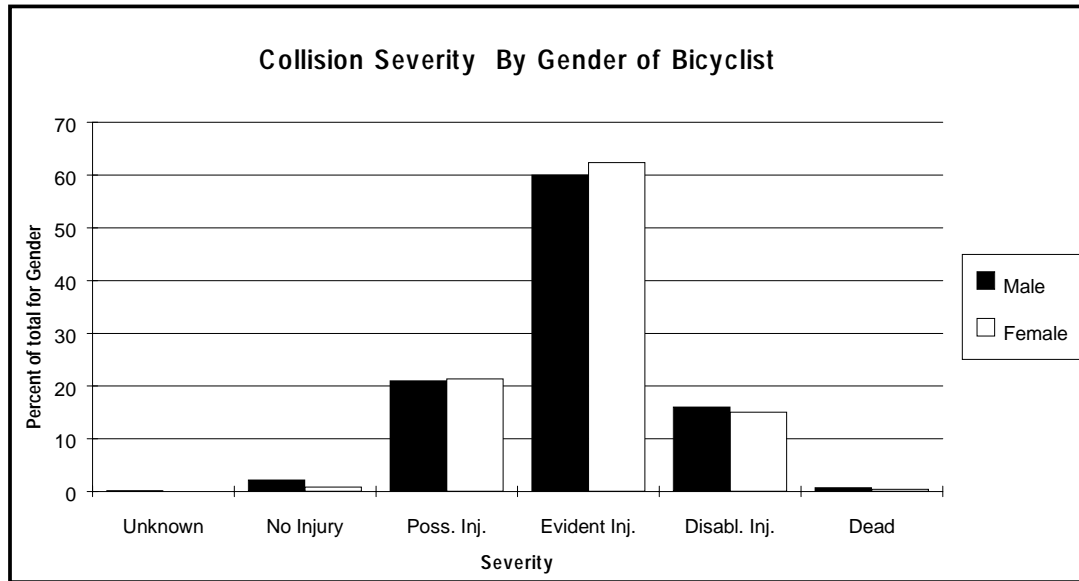




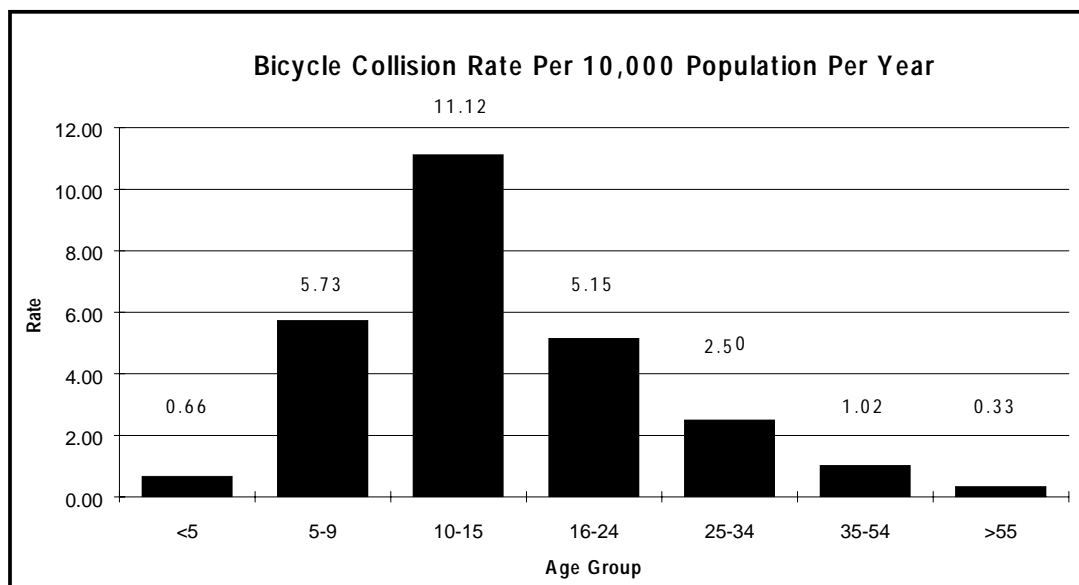
**Figure 7:** Gender of Motorist Involved in Bicycle Collision



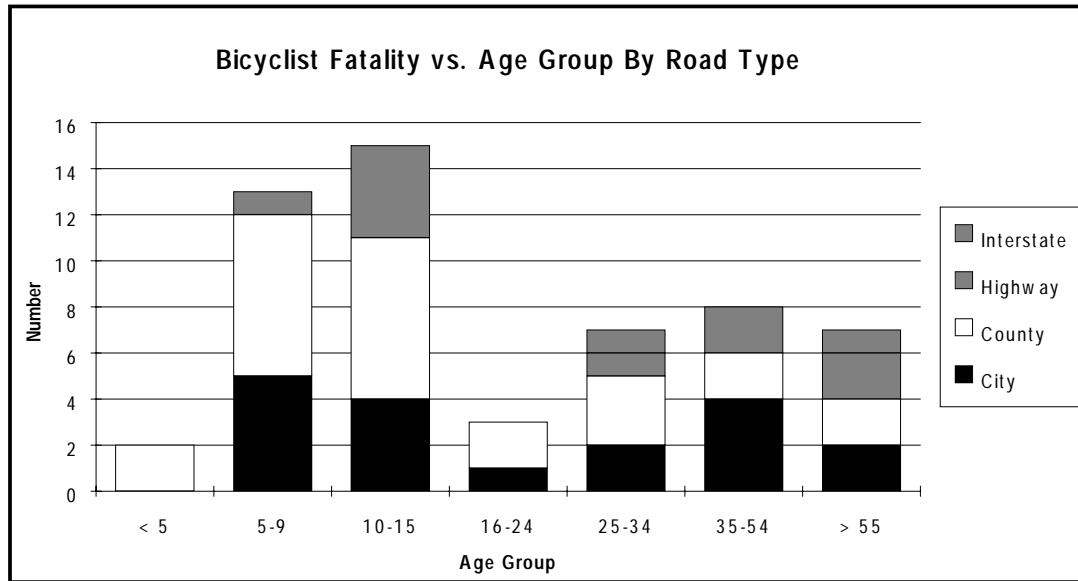
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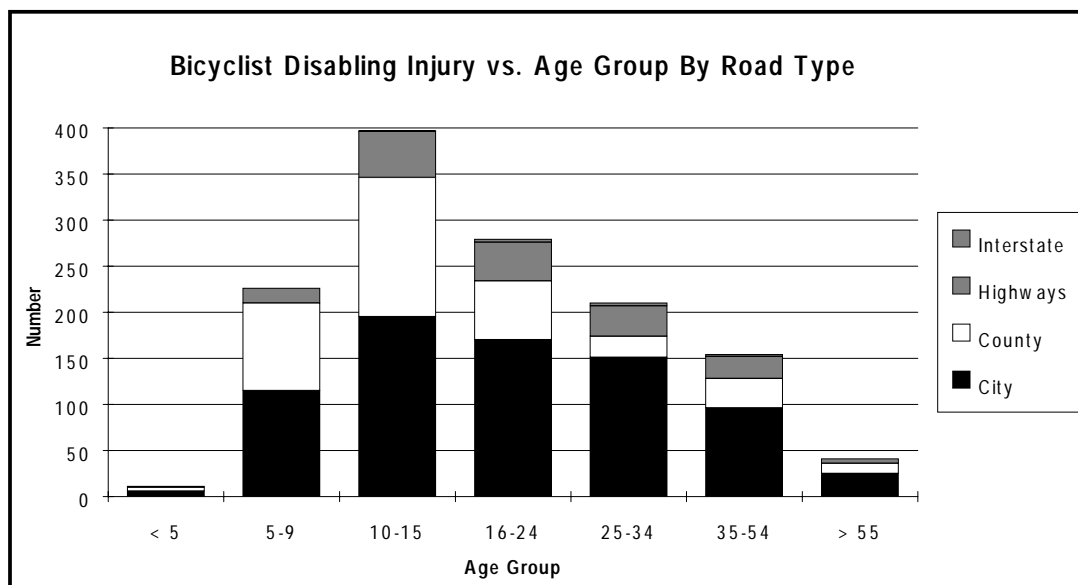
**Figure 9:** Bicycle Collision Severity By Gender of Bicyclist



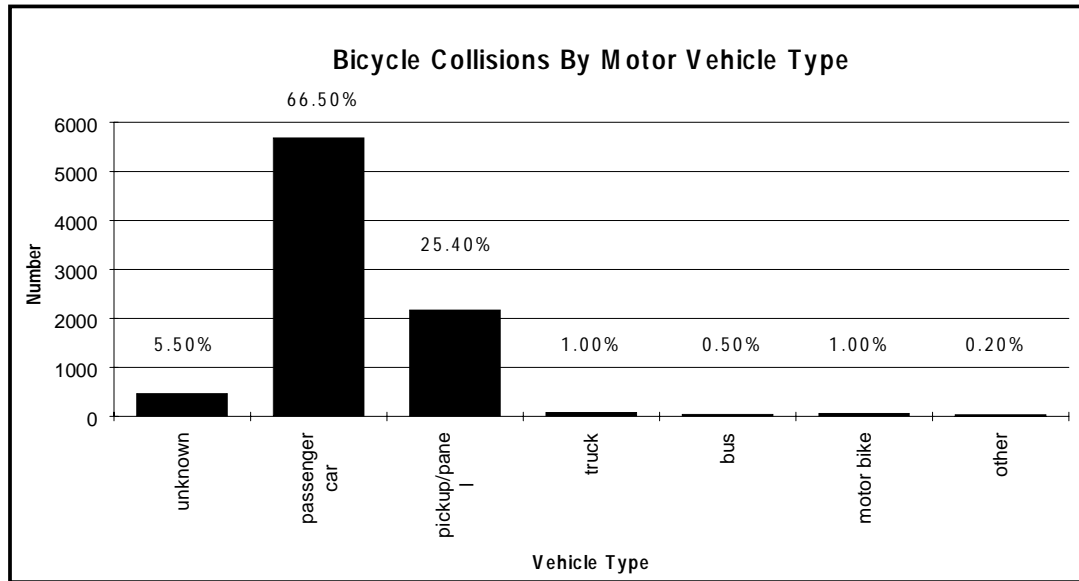
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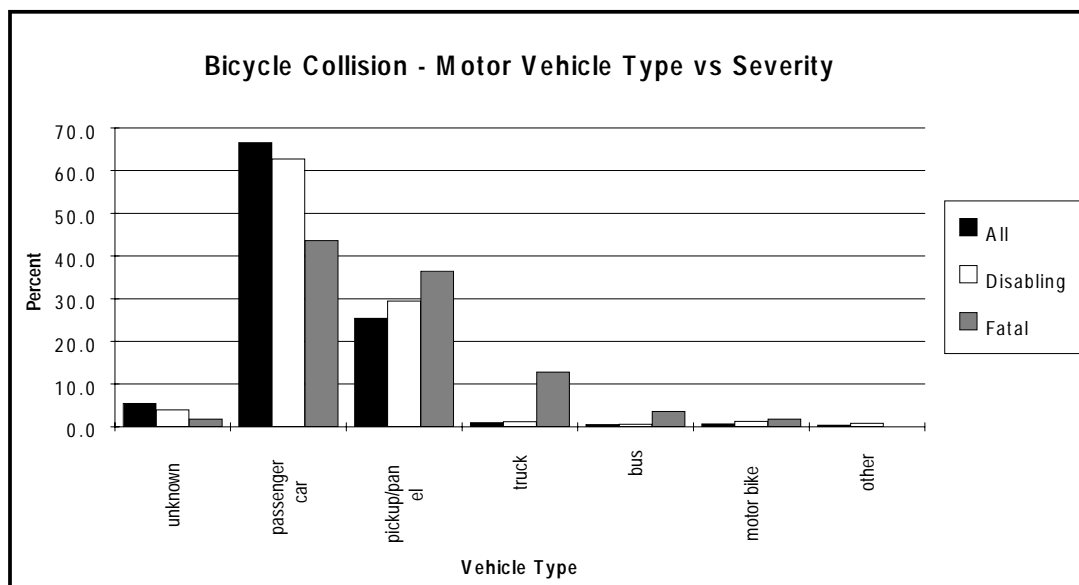
**Figure 11: Bicyclist Fatality Vs Age Group By Road Type**



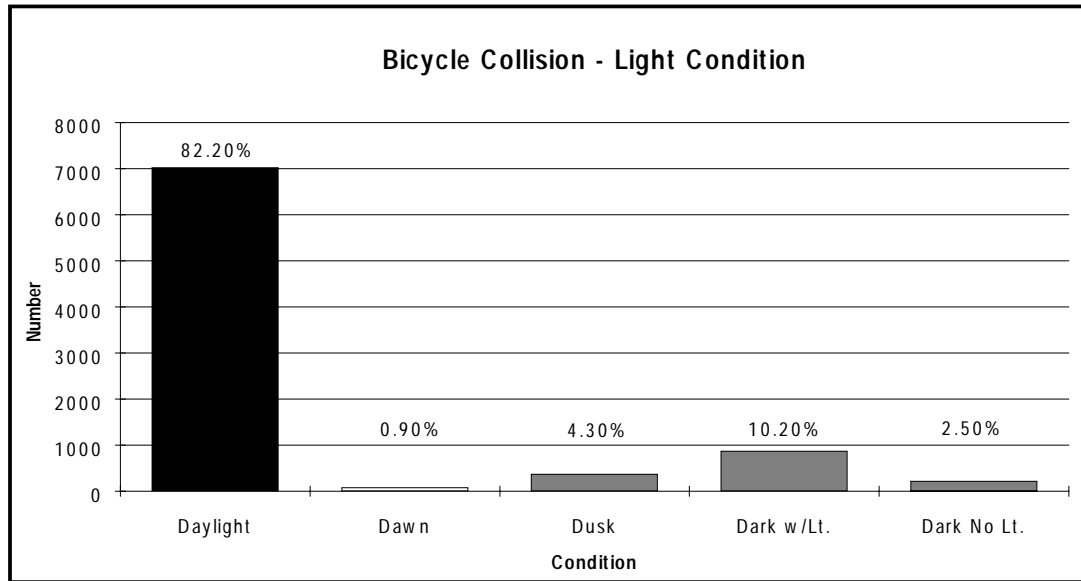
**Figure 12: Bicyclist Disabling Injury Vs Age Group By Road Type**



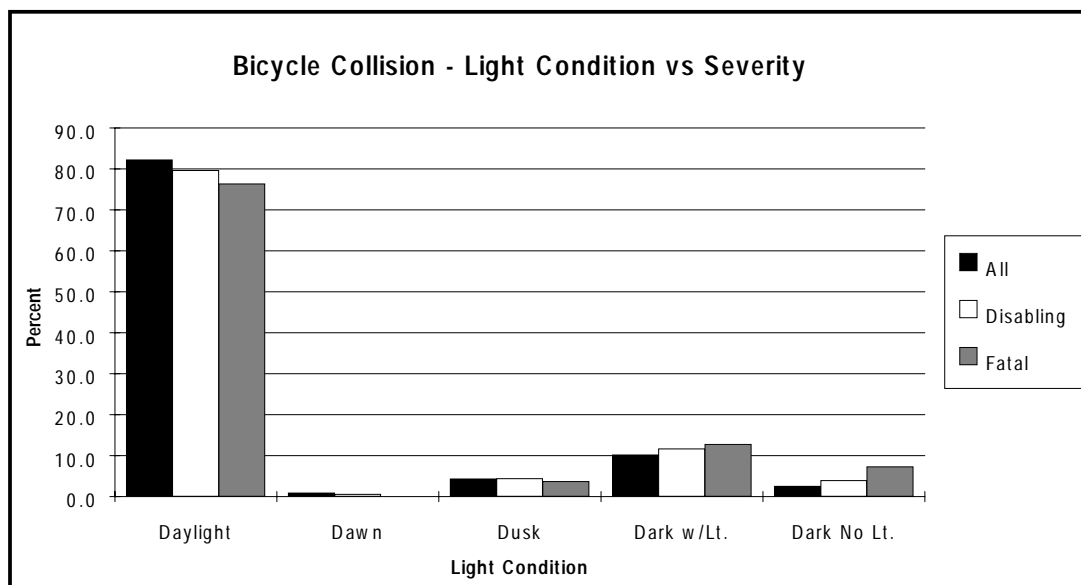
**Figure 13:** Bicycle Collision By Motor Vehicle Type



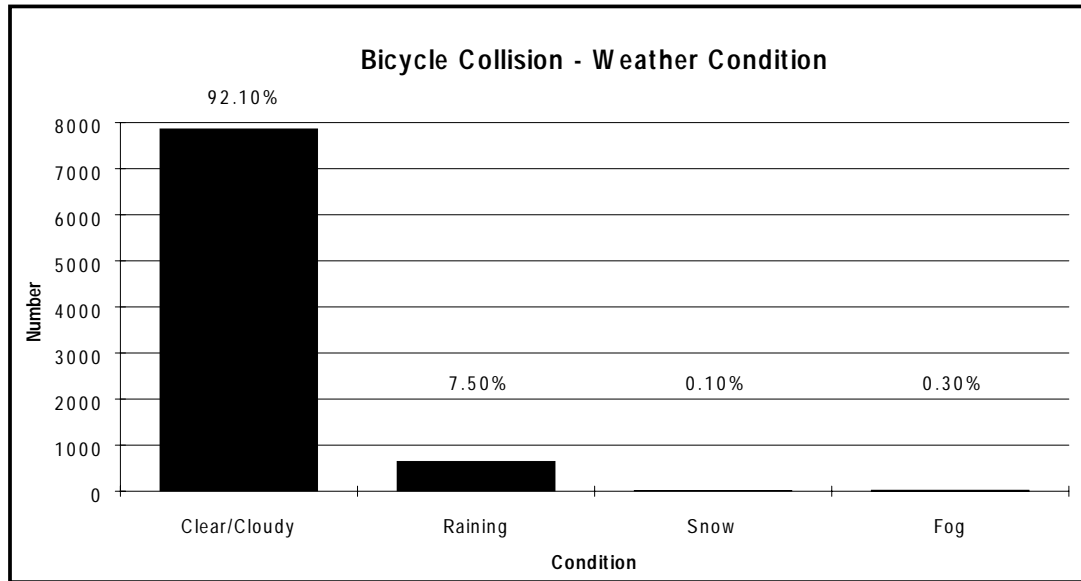
**Figure 14:** Bicycle Collision - Motor Vehicle Type Vs Severity



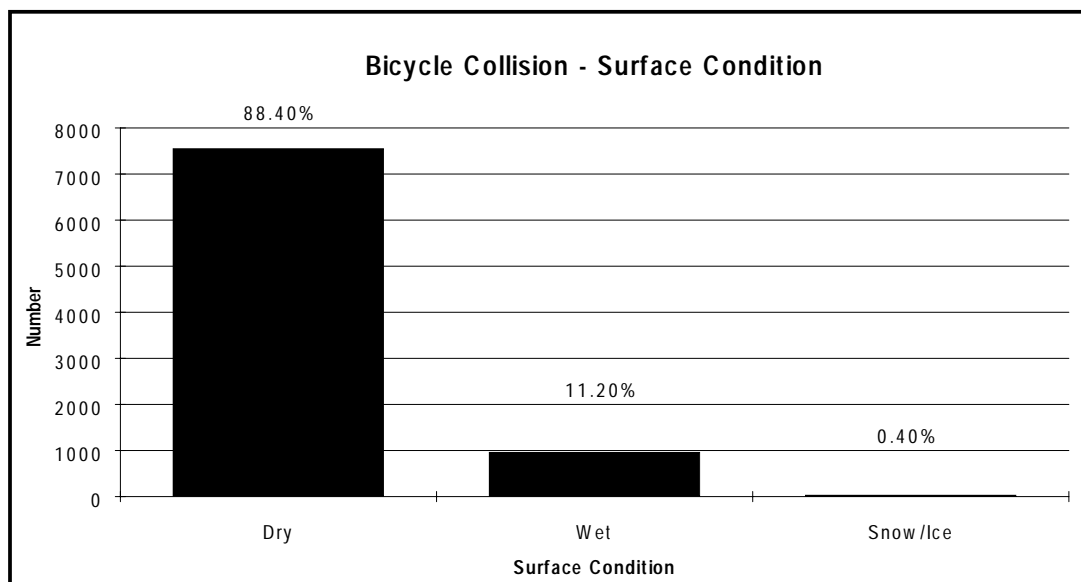
**Figure 15: Bicycle Collision Light Condition**



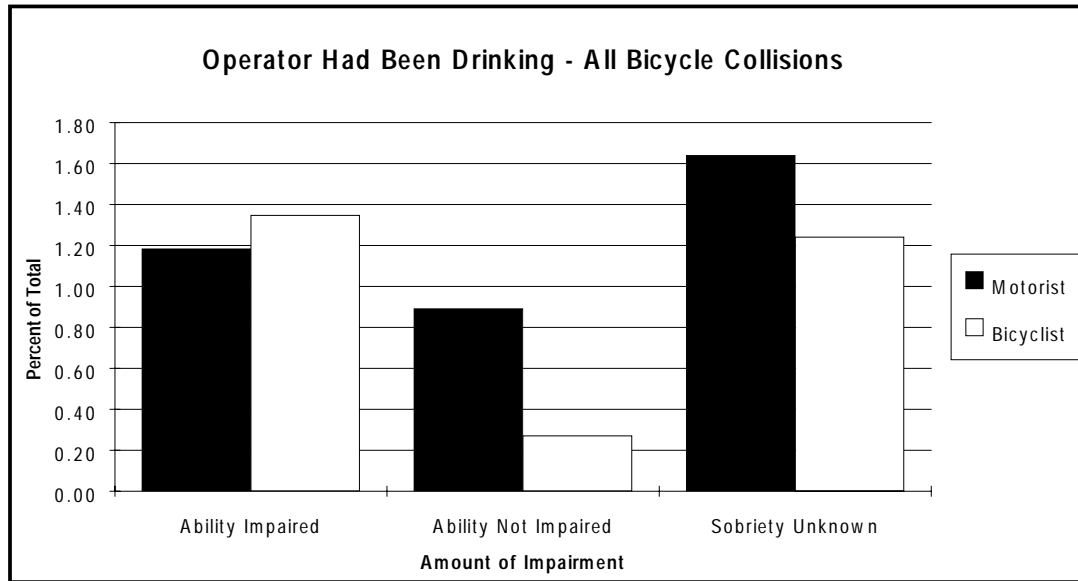
**Figure 16: Bicycle Collision - Light Condition Vs Severity**



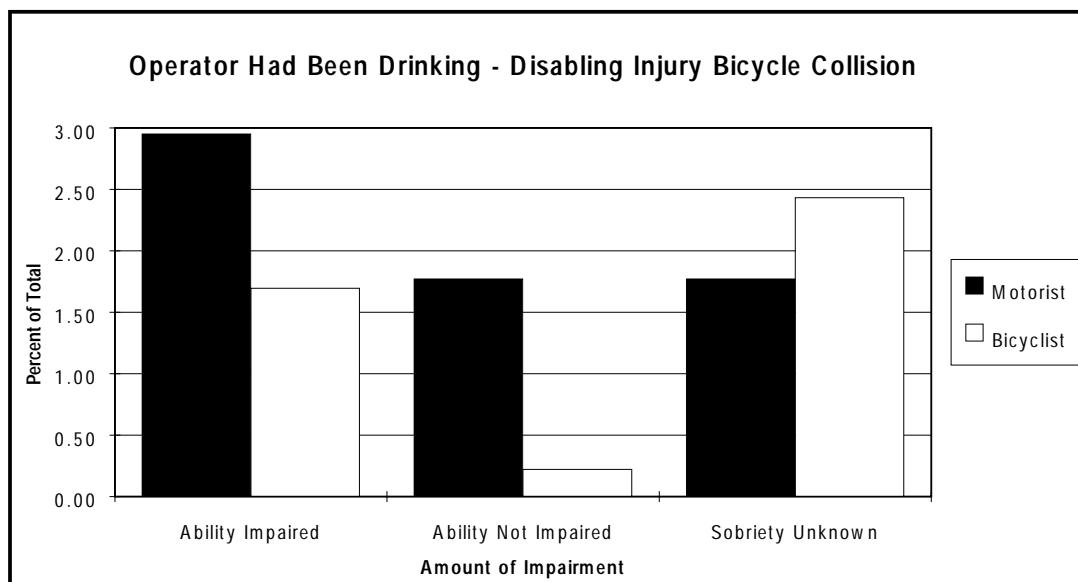
**Figure 17: Bicycle Collision Weather Condition**



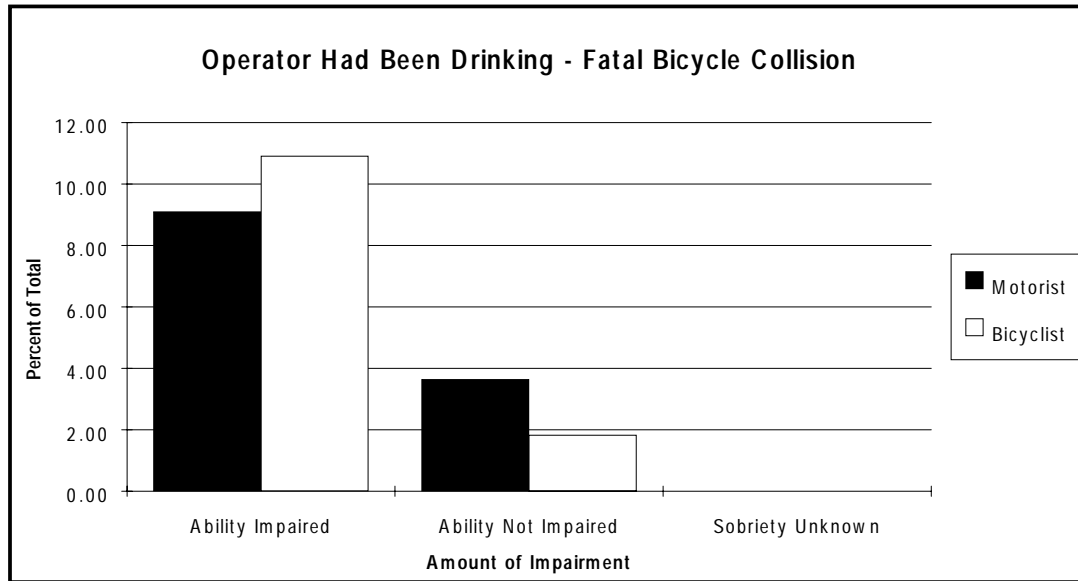
**Figure 18: Bicycle Collision Surface Condition**



**Figure 19:** Operator Had Been Drinking - All Collisions

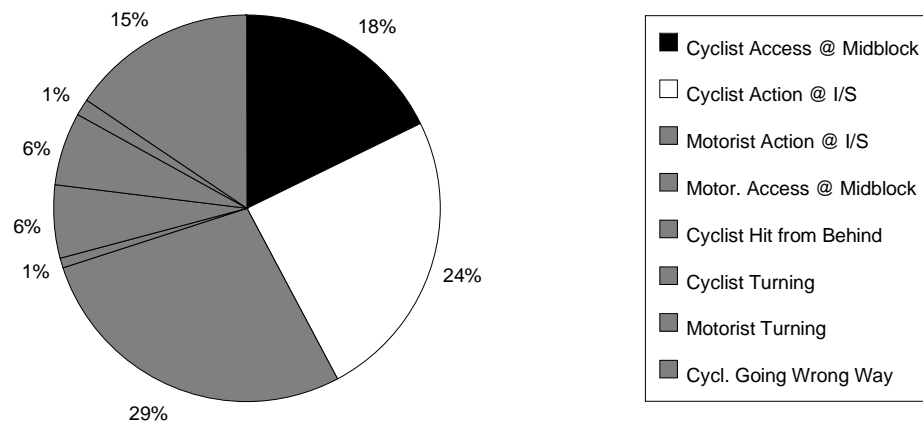


**Figure 20:** Operator Had Been Drinking - Disabling Injury



**Figure 21:** Operator Had Been Drinking - Fatal Collision

**Washington Bicycle Collisions By Collision Type**



**Figure 22:** Bicycle Collision By Collision Type



Bicycle Collision Type vs Age of Bicyclist

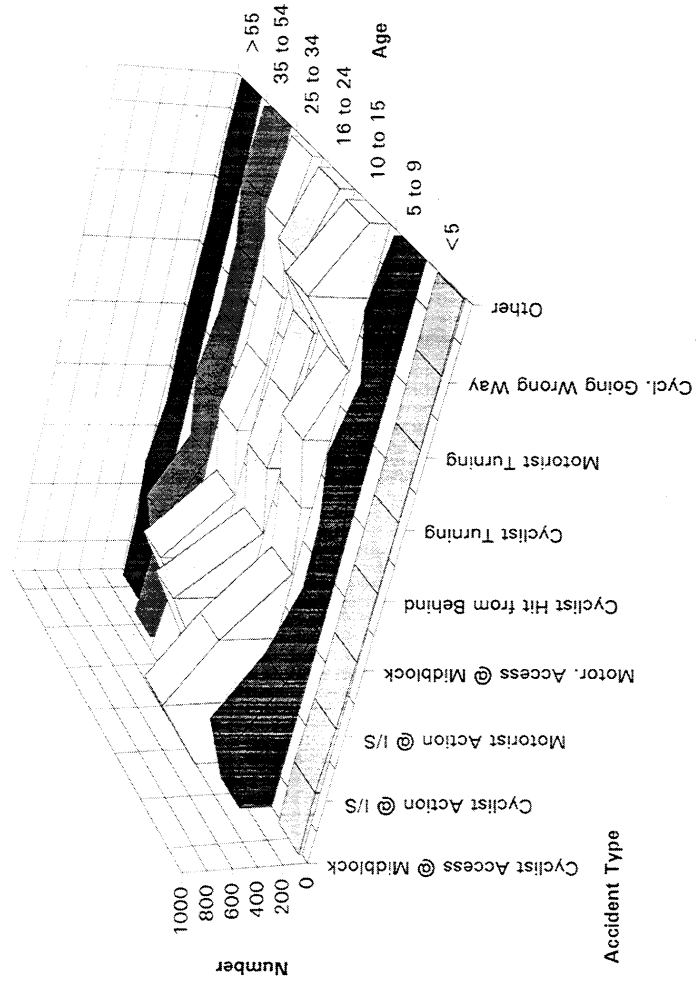


Figure 23: Bicycle Collision Type vs Age of Bicyclist

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## BY YEAR

| COLLISION TYPE   | #    | %    | INJ. | FAT. | YEAR |      |      |      |      |      |
|--|------|------|------|------|------|------|------|------|------|------|
|  |      |      |      |      | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 |
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |      |      |      |      |      |      |      |      |      |      |
| TYPE 1-3: Driveway/Alley   | 1322 | 15.5 | 1290 | 6    | 184  | 193  | 213  | 224  | 255  | 253  |
| Type 4: Curb Shoulder  | 105  | 1.2  | 101  | 3    | 28   | 12   | 20   | 11   | 20   | 14   |
| TOTAL GROUP A  | 1427 | 16.7 | 1391 | 8    | 212  | 205  | 233  | 235  | 275  | 267  |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |      |      |      |      |      |      |      |      |      |      |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 657  | 7.7  | 644  | 6    | 125  | 111  | 89   | 118  | 122  | 92   |
| Type 7b: Cyclist Fails to Yield  | 616  | 7.2  | 608  | 2    | 124  | 98   | 103  | 88   | 100  | 103  |
| Type 8b: Cyclist Turning   | 250  | 2.9  | 240  | 3    | 38   | 36   | 49   | 33   | 51   | 43   |
| Type Bb: Cyclist Xing or Entering                                      | 430  | 5.0  | 416  | 3    | 79   | 77   | 60   | 73   | 78   | 63   |
| TOTAL GROUP B, TYPE 5b-Bb  | 1953 | 22.9 | 1908 | 14   | 366  | 322  | 301  | 312  | 351  | 301  |
|  |      |      |      |      |      |      |      |      |      |      |
| Type 5m: Motor Veh. Disregards Sign                                    | 32   | 0.4  | 32   | 0    | 4    | 8    | 6    | 2    | 5    | 7    |
| Type 6m: Motor Veh. Disregards Signal                                  | 61   | 0.7  | 60   | 0    | 5    | 12   | 11   | 10   | 12   | 11   |
| Type 7m: Motor Veh. Fails to Yield                                     | 1265 | 14.8 | 1248 | 2    | 175  | 177  | 196  | 219  | 271  | 227  |
| Type 8m: Motor Veh. Turning  | 41   | 0.5  | 41   | 0    | 6    | 12   | 6    | 9    | 3    | 5    |
| Type Bx: Inadequate Information  | 833  | 9.8  | 798  | 3    | 154  | 122  | 124  | 132  | 156  | 145  |
| TOTAL GROUP B, TYPE 5m-Bx  | 2232 | 26.1 | 2179 | 5    | 344  | 331  | 343  | 372  | 447  | 395  |
|  |      |      |      |      |      |      |      |      |      |      |
| TOTAL GROUP B  | 4185 | 49.0 | 4087 | 19   | 710  | 653  | 644  | 684  | 798  | 696  |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |      |      |      |      |      |      |      |      |      |      |
| Type 11: Backing from Driveway   | 64   | 0.7  | 62   | 1    | 13   | 10   | 11   | 10   | 12   | 8    |
| TOTAL GROUP C  | 64   | 0.7  | 62   | 1    | 13   | 10   | 11   | 10   | 12   | 8    |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |      |      |      |      |      |      |      |      |      |      |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 406  | 4.8  | 392  | 10   | 72   | 68   | 70   | 69   | 72   | 55   |
| Type 13/14/16/17: Motor Veh. Passing                                   | 70   | 0.8  | 68   | 1    | 13   | 10   | 12   | 11   | 13   | 11   |
| Type 15: Motorist Following Too Closely                                | 15   | 0.2  | 15   | 0    | 1    | 3    | 1    | 6    | 4    | 0    |
| TOTAL GROUP D  | 491  | 5.7  | 475  | 11   | 86   | 81   | 83   | 86   | 89   | 66   |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |      |      |      |      |      |      |      |      |      |      |
| TOTAL GROUP E  | 490  | 5.7  | 471  | 11   | 80   | 74   | 95   | 87   | 71   | 83   |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |      |      |      |      |      |      |      |      |      |      |
| TOTAL GROUP F  | 98   | 1.1  | 91   | 1    | 15   | 13   | 16   | 26   | 15   | 13   |
| COLLISION GROUP G: OTHER   |      |      |      |      |      |      |      |      |      |      |
| Type 26: Cyclist Going Wrong Way                                       | 1236 | 14.5 | 1212 | 1    | 135  | 184  | 186  | 233  | 273  | 225  |
| Type 28: Motorist Going Wrong Way                                      | 2    | 0.0  | 2    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Type 35: Motorist Driveout from Parking                                | 28   | 0.3  | 28   | 0    | 4    | 4    | 4    | 6    | 3    | 7    |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 439  | 5.1  | 413  | 0    | 77   | 64   | 71   | 77   | 88   | 62   |
| Type 38b: Miscellaneous  | 80   | 0.9  | 78   | 2    | 12   | 13   | 13   | 15   | 19   | 8    |
| TOTAL GROUP G  | 1785 | 20.9 | 1733 | 3    | 228  | 266  | 274  | 331  | 384  | 302  |
| GRAND TOTAL ALL GROUPS   |      |      |      |      |      |      |      |      |      |      |
|  | 8540 | 100  | 8310 | 55   | 1344 | 1302 | 1356 | 1459 | 1644 | 1435 |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## ALL ROADS

| COLLISION TYPE   | #    | %    | INJ  | FAT | <5  | AGE OF CYCLIST |       |       |       |       |     |     | UNK |
|--|------|------|------|-----|-----|----------------|-------|-------|-------|-------|-----|-----|-----|
|  |      |      |      |     |     | 5-9            | 10-15 | 16-24 | 25-34 | 35-54 | >55 |     |     |
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 1-3: Driveway/Alley   | 1322 | 15.5 | 1290 | 6   | 27  | 260            | 377   | 292   | 180   | 110   | 25  | 51  |     |
| Type 4: Curb Shoulder  | 105  | 1.2  | 101  | 3   | 0   | 5              | 28    | 25    | 23    | 19    | 4   | 1   |     |
| TOTAL GROUP A  | 1427 | 16.7 | 1391 | 9   | 27  | 265            | 405   | 317   | 203   | 129   | 29  | 52  |     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 5b/6b: Cycl. Disregard Sign/Sgnl                                  | 657  | 7.7  | 644  | 6   | 9   | 144            | 264   | 131   | 60    | 22    | 12  | 15  |     |
| Type 7b: Cyclist Fails to Yield  | 616  | 7.2  | 608  | 2   | 10  | 164            | 251   | 83    | 57    | 32    | 8   | 11  |     |
| Type 8b: Cyclist Turning   | 250  | 2.9  | 240  | 3   | 8   | 37             | 98    | 40    | 26    | 25    | 7   | 9   |     |
| Type Bb: Cyclist Xing or Entering                                      | 430  | 5.0  | 416  | 3   | 17  | 143            | 192   | 35    | 12    | 17    | 0   | 14  |     |
| TOTAL GROUP B, TYPE 5b-Bb  | 1953 | 22.9 | 1908 | 14  | 44  | 488            | 805   | 289   | 155   | 96    | 27  | 49  |     |
|  |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 5m: Motor Veh. Disregards Sign                                    | 32   | 0.4  | 32   | 0   | 1   | 2              | 7     | 10    | 7     | 4     | 0   | 1   |     |
| Type 6m: Motor Veh. Disregards Sgnl                                    | 61   | 0.7  | 60   | 0   | 0   | 0              | 10    | 29    | 16    | 5     | 1   | 0   |     |
| Type 7m: Motor Veh. Fails to Yield                                     | 1265 | 14.8 | 1248 | 2   | 8   | 84             | 278   | 366   | 308   | 154   | 38  | 29  |     |
| Type 8m: Motor Veh. Turning  | 41   | 0.5  | 41   | 0   | 1   | 0              | 5     | 11    | 15    | 6     | 2   | 1   |     |
| Type Bx: Inadequate Information  | 833  | 9.8  | 798  | 3   | 15  | 91             | 174   | 205   | 161   | 101   | 23  | 63  |     |
| TOTAL GROUP B, TYPE 5m-Bx  | 2232 | 26.1 | 2179 | 5   | 25  | 177            | 474   | 621   | 507   | 270   | 64  | 94  |     |
|  |      |      |      |     |     |                |       |       |       |       |     |     |     |
| TOTAL GROUP B  | 4185 | 49.0 | 4087 | 19  | 69  | 665            | 1279  | 910   | 662   | 366   | 91  | 143 |     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 11: Backing from Driveway   | 64   | 0.7  | 62   | 1   | 11  | 13             | 17    | 7     | 9     | 6     | 0   | 1   |     |
| TOTAL GROUP C  | 64   | 0.7  | 62   | 1   | 11  | 13             | 17    | 7     | 9     | 6     | 0   | 1   |     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 13a: M. Veh./Cycl. Go Straight                                    | 406  | 4.8  | 392  | 10  | 5   | 24             | 74    | 95    | 105   | 78    | 14  | 11  |     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 70   | 0.8  | 68   | 1   | 0   | 1              | 14    | 17    | 16    | 14    | 5   | 3   |     |
| Type 15: Motorist Following Too Close                                  | 15   | 0.2  | 15   | 0   | 0   | 0              | 3     | 4     | 4     | 3     | 0   | 1   |     |
| TOTAL GROUP D  | 491  | 5.7  | 475  | 11  | 5   | 25             | 91    | 116   | 125   | 95    | 19  | 15  |     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |      |      |      |     |     |                |       |       |       |       |     |     |     |
| TOTAL GROUP E  | 490  | 5.7  | 471  | 11  | 6   | 112            | 223   | 69    | 26    | 21    | 12  | 21  |     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |      |      |      |     |     |                |       |       |       |       |     |     |     |
| TOTAL GROUP F  | 98   | 1.1  | 91   | 1   | 2   | 3              | 8     | 30    | 30    | 18    | 2   | 5   |     |
| COLLISION GROUP G: OTHER   |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 26: Cyclist Going Wrong Way                                       | 1236 | 14.5 | 1212 | 1   | 10  | 131            | 486   | 296   | 152   | 106   | 27  | 28  |     |
| Type 28: Motorist Going Wrong Way                                      | 2    | 0.0  | 2    | 0   | 0   | 0              | 0     | 0     | 2     | 0     | 0   | 0   |     |
| Type 35: Motorist Driveout from Park                                   | 28   | 0.3  | 28   | 0   | 0   | 2              | 5     | 5     | 7     | 5     | 3   | 1   |     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 439  | 5.1  | 413  | 0   | 13  | 53             | 136   | 95    | 63    | 47    | 5   | 27  |     |
| Type 38b: Miscellaneous  | 80   | 0.9  | 78   | 2   | 2   | 7              | 19    | 23    | 13    | 9     | 4   | 3   |     |
| TOTAL GROUP G  | 1785 | 20.9 | 1733 | 3   | 25  | 193            | 646   | 419   | 237   | 167   | 39  | 59  |     |
| GRAND TOTAL ALL GROUPS   |      |      |      |     |     |                |       |       |       |       |     |     |     |
|  | 8540 | 100  | 8310 | 55  | 145 | 1276           | 2669  | 1868  | 1292  | 802   | 192 | 296 |     |
| PERCENT TOTAL ALL GROUPS   |      |      |      |     |     |                |       |       |       |       |     |     |     |
|  | 100  |      | 97.3 | 0.6 | 1.7 | 14.9           | 31.3  | 21.9  | 15.1  | 9.4   | 2.2 | 3.5 |     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## INTERSTATE

| COLLISION TYPE   | #   | %    | INJ  | FAT | <5  | AGE OF CYCLIST |       |       |       |       |     |     | >55 | UNK |
|--|-----|------|------|-----|-----|----------------|-------|-------|-------|-------|-----|-----|-----|-----|
|  |     |      |      |     |     | 5-9            | 10-15 | 16-24 | 25-34 | 35-54 |     |     |     |     |
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 1-3: Driveway/Alley   | 1   | 1.5  | 1    | 0   | 0   | 1              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| Type 4: Curb Shoulder  | 2   | 3.0  | 2    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 1   | 0   | 1   |     |
| TOTAL GROUP A  | 3   | 4.5  | 3    | 0   | 0   | 1              | 0     | 0     | 0     | 0     | 1   | 0   | 1   |     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 5b/6b: Cycl. Disregard Sign/Sgnl                                  | 4   | 6.0  | 3    | 0   | 0   | 0              | 1     | 1     | 1     | 1     | 1   | 0   | 0   |     |
| Type 7b: Cyclist Fails to Yield  | 5   | 7.5  | 5    | 0   | 0   | 0              | 2     | 2     | 0     | 1     | 0   | 0   | 0   |     |
| Type 8b: Cyclist Turning   | 5   | 7.5  | 4    | 1   | 0   | 0              | 0     | 1     | 1     | 2     | 1   | 0   | 0   |     |
| Type Bb: Cyclist Xing or Entering                                      | 2   | 3.0  | 2    | 0   | 0   | 0              | 1     | 1     | 0     | 0     | 0   | 0   | 0   |     |
| TOTAL GROUP B, TYPE 5b-Bb  | 16  | 23.9 | 14   | 1   | 0   | 0              | 4     | 5     | 2     | 4     | 1   | 0   | 0   |     |
|  |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| Type 6m: Motor Veh. Disregards Sgnl                                    | 1   | 1.5  | 1    | 0   | 0   | 0              | 0     | 1     | 0     | 0     | 0   | 0   | 0   |     |
| Type 7m: Motor Veh. Fails to Yield                                     | 14  | 20.9 | 14   | 0   | 0   | 0              | 3     | 5     | 6     | 0     | 0   | 0   | 0   |     |
| Type 8m: Motor Veh. Turning  | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| Type Bx: Inadequate Information  | 9   | 13.4 | 8    | 0   | 1   | 0              | 1     | 1     | 4     | 1     | 0   | 0   | 1   |     |
| TOTAL GROUP B, TYPE 5m-Bx  | 24  | 35.8 | 23   | 0   | 1   | 0              | 4     | 7     | 10    | 1     | 0   | 0   | 1   |     |
|  |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP B  | 40  | 59.7 | 37   | 1   | 1   | 0              | 8     | 12    | 12    | 5     | 1   | 1   | 1   |     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 11: Backing from Driveway   | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| TOTAL GROUP C  | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 13a: M. Veh./Cycl. Go Straight                                    | 2   | 3.0  | 2    | 0   | 0   | 0              | 0     | 2     | 0     | 0     | 0   | 0   | 0   |     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| Type 15: Motorist Following Too Close                                  | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| TOTAL GROUP D  | 2   | 3.0  | 2    | 0   | 0   | 0              | 0     | 2     | 0     | 0     | 0   | 0   | 0   |     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP E  | 4   | 6.0  | 4    | 0   | 0   | 0              | 1     | 1     | 0     | 1     | 1   | 0   | 0   |     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP F  | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| COLLISION GROUP G: OTHER   |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 26: Cyclist Going Wrong Way                                       | 15  | 22.4 | 15   | 0   | 0   | 1              | 4     | 3     | 4     | 3     | 0   | 0   | 0   |     |
| Type 28: Motorist Going Wrong Way                                      | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| Type 35: Motorist Driveout from Park                                   | 0   | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   | 0   |     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 2   | 3.0  | 2    | 0   | 0   | 0              | 0     | 1     | 0     | 1     | 0   | 0   | 0   |     |
| Type 38b: Miscellaneous  | 1   | 1.5  | 0    | 1   | 0   | 0              | 0     | 0     | 1     | 0     | 0   | 0   | 0   |     |
| TOTAL GROUP G  | 18  | 26.9 | 17   | 1   | 0   | 1              | 4     | 4     | 5     | 4     | 0   | 0   | 0   |     |
| GRAND TOTAL ALL GROUPS   |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
|  | 67  | 100  | 63   | 2   | 1   | 2              | 13    | 19    | 17    | 11    | 2   | 2   | 2   |     |
| PERCENT TOTAL ALL GROUPS   |     |      |      |     |     |                |       |       |       |       |     |     |     |     |
|  | 100 |      | 94.0 | 3.0 | 1.5 | 3.0            | 19.4  | 28.4  | 25.4  | 16.4  | 3.0 | 3.0 | 3.0 |     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## STATE ROUTES

| COLLISION TYPE   | #    | %    | INJ  | FAT | <5  | AGE OF CYCLIST |       |       |       |       |     |     | >55 | UNK |
|--|------|------|------|-----|-----|----------------|-------|-------|-------|-------|-----|-----|-----|-----|
|  |      |      |      |     |     | 5-9            | 10-15 | 16-24 | 25-34 | 35-54 |     |     |     |     |
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 1-3: Driveway/Alley   | 160  | 13.9 | 154  | 0   | 1   | 17             | 46    | 41    | 27    | 17    | 5   | 6   |     |     |
| Type 4: Curb Shoulder  | 36   | 3.1  | 36   | 0   | 0   | 1              | 5     | 10    | 11    | 9     | 0   | 0   |     |     |
| TOTAL GROUP A  | 196  | 17.1 | 190  | 0   | 1   | 18             | 51    | 51    | 38    | 26    | 5   | 6   |     |     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 5b/6b: Cycl. Disregard Sign/Sgnl                                  | 88   | 7.7  | 88   | 0   | 0   | 5              | 44    | 19    | 9     | 4     | 3   | 4   |     |     |
| Type 7b: Cyclist Fails to Yield  | 60   | 5.2  | 59   | 1   | 1   | 4              | 28    | 10    | 12    | 2     | 2   | 1   |     |     |
| Type 8b: Cyclist Turning   | 30   | 2.6  | 30   | 0   | 0   | 1              | 11    | 9     | 1     | 7     | 0   | 1   |     |     |
| Type Bb: Cyclist Xing or Entering                                      | 43   | 3.7  | 40   | 1   | 0   | 5              | 25    | 8     | 2     | 2     | 0   | 1   |     |     |
| TOTAL GROUP B, TYPE 5b-Bb  | 221  | 19.3 | 217  | 2   | 1   | 15             | 108   | 46    | 24    | 15    | 5   | 7   |     |     |
|  |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 5m: Motor Veh. Disregards Sign                                    | 4    | 0.3  | 4    | 0   | 0   | 0              | 1     | 1     | 2     | 0     | 0   | 0   |     |     |
| Type 6m: Motor Veh. Disregards Sgnl                                    | 10   | 0.9  | 10   | 0   | 0   | 0              | 2     | 4     | 3     | 1     | 0   | 0   |     |     |
| Type 7m: Motor Veh. Fails to Yield                                     | 175  | 15.2 | 174  | 0   | 1   | 13             | 48    | 41    | 39    | 21    | 8   | 4   |     |     |
| Type 8m: Motor Veh. Turning  | 4    | 0.3  | 4    | 0   | 0   | 0              | 0     | 0     | 2     | 2     | 0   | 0   |     |     |
| Type Bx: Inadequate Information  | 99   | 8.6  | 96   | 1   | 0   | 9              | 25    | 22    | 18    | 14    | 1   | 10  |     |     |
| TOTAL GROUP B, TYPE 5m-Bx  | 292  | 25.4 | 288  | 1   | 1   | 22             | 76    | 68    | 64    | 38    | 9   | 14  |     |     |
|  |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP B  | 513  | 44.7 | 505  | 3   | 2   | 37             | 184   | 114   | 88    | 53    | 14  | 21  |     |     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 11: Backing from Driveway   | 1    | 0.1  | 1    | 0   | 0   | 0              | 0     | 0     | 1     | 0     | 0   | 0   |     |     |
| TOTAL GROUP C  | 1    | 0.1  | 1    | 0   | 0   | 0              | 0     | 0     | 1     | 0     | 0   | 0   |     |     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 13a: M. Veh./Cycl. Go Straight                                    | 41   | 3.6  | 40   | 1   | 0   | 1              | 4     | 8     | 13    | 13    | 0   | 2   |     |     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 7    | 0.6  | 6    | 0   | 0   | 0              | 1     | 4     | 1     | 1     | 0   | 0   |     |     |
| Type 15: Motorist Following Too Close                                  | 2    | 0.2  | 2    | 0   | 0   | 0              | 1     | 0     | 0     | 1     | 0   | 0   |     |     |
| TOTAL GROUP D  | 50   | 4.4  | 48   | 1   | 0   | 1              | 6     | 12    | 14    | 15    | 0   | 2   |     |     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP E  | 68   | 5.9  | 63   | 5   | 2   | 7              | 34    | 9     | 7     | 1     | 6   | 2   |     |     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP F  | 11   | 1.0  | 11   | 0   | 0   | 1              | 0     | 5     | 3     | 2     | 0   | 0   |     |     |
| COLLISION GROUP G: OTHER   |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 26: Cyclist Going Wrong Way                                       | 243  | 21.2 | 237  | 1   | 2   | 10             | 78    | 76    | 39    | 26    | 9   | 3   |     |     |
| Type 28: Motorist Going Wrong Way                                      | 0    | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   |     |     |
| Type 35: Motorist Driveout from Park                                   | 1    | 0.1  | 1    | 0   | 0   | 0              | 0     | 1     | 0     | 0     | 0   | 0   |     |     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 58   | 5.1  | 51   | 0   | 0   | 9              | 15    | 13    | 13    | 5     | 1   | 2   |     |     |
| Type 38b: Miscellaneous  | 7    | 0.6  | 7    | 0   | 0   | 1              | 1     | 3     | 0     | 2     | 0   | 0   |     |     |
| TOTAL GROUP G  | 309  | 26.3 | 296  | 1   | 2   | 20             | 94    | 93    | 52    | 33    | 10  | 5   |     |     |
| GRAND TOTAL ALL GROUPS   |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
|  | 1148 | 100  | 1114 | 10  | 7   | 84             | 369   | 284   | 203   | 130   | 35  | 36  |     |     |
| PERCENT TOTAL ALL GROUPS   |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
|  | 100  |      | 97.0 | 0.9 | 0.6 | 7.3            | 32.1  | 24.7  | 17.7  | 11.2  | 3.1 | 3.1 |     |     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## COUNTY ROADS

| COLLISION TYPE   | #    | %    | INJ  | FAT | <5  | AGE OF CYCLIST |       |       |       |       |     |     | UNK |
|--|------|------|------|-----|-----|----------------|-------|-------|-------|-------|-----|-----|-----|
|  |      |      |      |     |     | 5-9            | 10-15 | 16-24 | 25-34 | 35-54 | >55 |     |     |
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 1-3: Driveway/Alley   | 292  | 16.3 | 285  | 5   | 13  | 96             | 106   | 30    | 15    | 20    | 5   | 7   |     |
| Type 4: Curb Shoulder  | 46   | 2.6  | 44   | 2   | 0   | 2              | 17    | 12    | 5     | 8     | 2   | 0   |     |
| TOTAL GROUP A  | 338  | 18.9 | 329  | 7   | 13  | 98             | 123   | 42    | 20    | 28    | 7   | 7   |     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 5b/6b: Cycl. Disregard Sign/Sgnl                                  | 141  | 7.9  | 138  | 3   | 3   | 43             | 62    | 22    | 4     | 4     | 1   | 2   |     |
| Type 7b: Cyclist Fails to Yield  | 128  | 7.1  | 128  | 0   | 3   | 46             | 61    | 7     | 6     | 3     | 0   | 2   |     |
| Type 8b: Cyclist Turning   | 56   | 3.1  | 53   | 0   | 0   | 9              | 30    | 6     | 2     | 4     | 1   | 4   |     |
| Type Bb: Cyclist Xing or Entering                                      | 104  | 5.8  | 99   | 2   | 4   | 35             | 56    | 5     | 1     | 1     | 0   | 2   |     |
| TOTAL GROUP B, TYPE 5b-Bb  | 429  | 23.9 | 418  | 5   | 10  | 133            | 209   | 40    | 13    | 12    | 2   | 10  |     |
|  |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 5m: Motor Veh. Disregards Sign                                    | 3    | 0.2  | 3    | 0   | 0   | 0              | 2     | 0     | 1     | 0     | 0   | 0   |     |
| Type 6m: Motor Veh. Disregards Sgnl                                    | 4    | 0.2  | 4    | 0   | 0   | 0              | 0     | 3     | 1     | 0     | 0   | 0   |     |
| Type 7m: Motor Veh. Fails to Yield                                     | 128  | 7.1  | 127  | 0   | 2   | 9              | 34    | 31    | 30    | 16    | 5   | 1   |     |
| Type 8m: Motor Veh. Turning  | 9    | 0.5  | 9    | 0   | 0   | 0              | 2     | 1     | 3     | 2     | 1   | 0   |     |
| Type Bx: Inadequate Information  | 121  | 7.1  | 115  | 0   | 2   | 17             | 29    | 28    | 12    | 19    | 4   | 10  |     |
| TOTAL GROUP B, TYPE 5m-Bx  | 265  | 15.1 | 258  | 0   | 4   | 26             | 67    | 63    | 47    | 37    | 10  | 11  |     |
|  |      |      |      |     |     |                |       |       |       |       |     |     |     |
| TOTAL GROUP B  | 700  | 39.0 | 676  | 5   | 14  | 159            | 276   | 103   | 60    | 49    | 12  | 21  |     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 11: Backing from Driveway   | 11   | 0.6  | 11   | 0   | 3   | 1              | 5     | 2     | 0     | 0     | 0   | 0   |     |
| TOTAL GROUP C  | 11   | 0.6  | 11   | 0   | 3   | 1              | 5     | 2     | 0     | 0     | 0   | 0   |     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 13a: M. Veh./Cycl. Go Straight                                    | 124  | 6.9  | 117  | 6   | 0   | 12             | 29    | 32    | 24    | 20    | 6   | 1   |     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 39   | 2.2  | 38   | 1   | 0   | 1              | 10    | 9     | 5     | 9     | 3   | 2   |     |
| Type 15: Motorist Following Too Close                                  | 2    | 0.1  | 2    | 0   | 0   | 0              | 1     | 0     | 1     | 0     | 0   | 0   |     |
| TOTAL GROUP D  | 165  | 9.2  | 157  | 7   | 0   | 13             | 40    | 41    | 30    | 29    | 9   | 3   |     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |      |      |      |     |     |                |       |       |       |       |     |     |     |
| TOTAL GROUP E  | 208  | 11.6 | 202  | 5   | 2   | 48             | 117   | 27    | 5     | 3     | 2   | 4   |     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |      |      |      |     |     |                |       |       |       |       |     |     |     |
| TOTAL GROUP F  | 9    | 0.5  | 8    | 1   | 1   | 0              | 2     | 2     | 4     | 0     | 0   | 0   |     |
| COLLISION GROUP G: OTHER   |      |      |      |     |     |                |       |       |       |       |     |     |     |
| Type 26: Cyclist Going Wrong Way                                       | 261  | 14.6 | 256  | 0   | 2   | 43             | 128   | 52    | 14    | 15    | 4   | 3   |     |
| Type 28: Motorist Going Wrong Way                                      | 0    | 0    | 0    | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0   | 0   |     |
| Type 35: Motorist Driveout from Park                                   | 4    | .2   | 4    | 0   | 0   | 1              | 2     | 0     | 0     | 0     | 1   | 0   |     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 79   | 4.4  | 73   | 0   | 3   | 10             | 32    | 15    | 5     | 10    | 0   | 4   |     |
| Type 38b: Miscellaneous  | 17   | 0.9  | 17   | 0   | 1   | 2              | 7     | 4     | 2     | 0     | 0   | 1   |     |
| TOTAL GROUP G  | 361  | 20.1 | 350  | 0   | 6   | 56             | 169   | 71    | 21    | 25    | 5   | 8   |     |
| GRAND TOTAL ALL GROUPS   |      |      |      |     |     |                |       |       |       |       |     |     |     |
|  | 1786 | 100  | 1733 | 25  | 39  | 375            | 732   | 288   | 140   | 134   | 35  | 43  |     |
| PERCENT TOTAL ALL GROUPS   |      |      |      |     |     |                |       |       |       |       |     |     |     |
|  | 100  |      | 97.0 | 1.4 | 2.2 | 20.9           | 40.8  | 16.1  | 7.9   | 7.6   | 2.0 | 2.4 |     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## CITY ROADS

| COLLISION TYPE   | #    | %    | INJ  | FAT | <5  | AGE OF CYCLIST |       |       |       |       |     |     | >55 | UNK |
|--|------|------|------|-----|-----|----------------|-------|-------|-------|-------|-----|-----|-----|-----|
|  |      |      |      |     |     | 5-9            | 10-15 | 16-24 | 25-34 | 35-54 |     |     |     |     |
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TYPE 1-3: Driveway/Alley   | 860  | 15.9 | 841  | 1   | 13  | 144            | 223   | 219   | 137   | 71    | 15  | 38  |     |     |
| Type 4: Curb Shoulder  | 20   | 0.4  | 18   | 1   | 0   | 1              | 6     | 3     | 7     | 1     | 2   | 0   |     |     |
| TOTAL GROUP A  | 880  | 16.0 | 859  | 2   | 13  | 145            | 229   | 222   | 144   | 72    | 17  | 38  |     |     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 5b/6b: Cycl. Disregard Sign/Sgnl                                  | 422  | 7.7  | 413  | 3   | 6   | 96             | 155   | 89    | 46    | 13    | 8   | 9   |     |     |
| Type 7b: Cyclist Fails to Yield  | 422  | 7.7  | 415  | 1   | 6   | 114            | 159   | 64    | 39    | 26    | 6   | 8   |     |     |
| Type 8b: Cyclist Turning   | 159  | 2.9  | 153  | 2   | 8   | 27             | 57    | 24    | 22    | 12    | 5   | 4   |     |     |
| Type Bb: Cyclist Xing or Entering                                      | 279  | 5.1  | 273  | 0   | 13  | 102            | 109   | 21    | 9     | 14    | 0   | 11  |     |     |
| TOTAL GROUP B, TYPE 5b-Bb  | 1282 | 23.3 | 1254 | 6   | 33  | 339            | 480   | 198   | 116   | 65    | 19  | 32  |     |     |
|  |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 5m: Motor Veh. Disregards Sign                                    | 25   | 0.5  | 25   | 0   | 1   | 2              | 4     | 9     | 4     | 4     | 0   | 1   |     |     |
| Type 6m: Motor Veh. Disregards Sgnl                                    | 46   | 0.8  | 45   | 0   | 0   | 0              | 8     | 21    | 12    | 4     | 1   | 0   |     |     |
| Type 7m: Motor Veh. Fails to Yield                                     | 948  | 17.2 | 933  | 2   | 5   | 62             | 193   | 289   | 233   | 117   | 25  | 24  |     |     |
| Type 8m: Motor Veh. Turning  | 28   | 0.5  | 28   | 0   | 1   | 0              | 3     | 10    | 10    | 2     | 1   | 1   |     |     |
| Type Bx: Inadequate Information  | 602  | 10.9 | 577  | 2   | 12  | 65             | 119   | 153   | 127   | 66    | 18  | 42  |     |     |
| TOTAL GROUP B, TYPE 5m-Bx  | 1649 | 30.0 | 1608 | 4   | 19  | 129            | 327   | 482   | 386   | 193   | 45  | 68  |     |     |
|  |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP B  | 2931 | 53.2 | 2862 | 10  | 52  | 468            | 807   | 680   | 502   | 258   | 64  | 100 |     |     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 11: Backing from Driveway   | 50   | 0.9  | 48   | 1   | 8   | 11             | 11    | 5     | 8     | 6     | 0   | 1   |     |     |
| TOTAL GROUP C  | 50   | 0.9  | 48   | 1   | 8   | 11             | 11    | 5     | 8     | 6     | 0   | 1   |     |     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 13a: M. Veh./Cycl. Go Straight                                    | 238  | 4.3  | 232  | 3   | 5   | 10             | 41    | 53    | 68    | 45    | 8   | 8   |     |     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 24   | 0.4  | 24   | 0   | 0   | 0              | 3     | 4     | 10    | 4     | 2   | 1   |     |     |
| Type 15: Motorist Following Too Close                                  | 11   | 0.2  | 11   | 0   | 0   | 0              | 1     | 4     | 3     | 2     | 0   | 1   |     |     |
| TOTAL GROUP D  | 273  | 5.0  | 267  | 3   | 5   | 10             | 45    | 61    | 81    | 51    | 10  | 10  |     |     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP E  | 203  | 3.7  | 195  | 1   | 2   | 54             | 68    | 32    | 13    | 16    | 3   | 15  |     |     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| TOTAL GROUP F  | 78   | 1.4  | 72   | 0   | 1   | 2              | 6     | 23    | 23    | 16    | 2   | 5   |     |     |
| COLLISION GROUP G: OTHER   |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
| Type 26: Cyclist Going Wrong Way                                       | 713  | 13.0 | 700  | 0   | 5   | 76             | 275   | 165   | 94    | 62    | 14  | 22  |     |     |
| Type 28: Motorist Going Wrong Way                                      | 2    | 0.0  | 2    | 0   | 0   | 0              | 0     | 0     | 2     | 0     | 0   | 0   |     |     |
| Type 35: Motorist Driveout from Park                                   | 23   | 0.4  | 23   | 0   | 0   | 1              | 3     | 4     | 7     | 5     | 2   | 1   |     |     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 299  | 5.4  | 286  | 0   | 10  | 34             | 89    | 65    | 45    | 31    | 4   | 21  |     |     |
| Type 38b: Miscellaneous  | 54   | 1.0  | 53   | 1   | 1   | 4              | 11    | 16    | 9     | 7     | 4   | 2   |     |     |
| TOTAL GROUP G  | 1091 | 19.8 | 1064 | 1   | 16  | 115            | 378   | 252   | 157   | 105   | 24  | 46  |     |     |
| GRAND TOTAL ALL GROUPS   |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
|  | 5506 | 100  | 5367 | 18  | 97  | 805            | 1544  | 1273  | 928   | 524   | 120 | 215 |     |     |
| PERCENT TOTAL ALL GROUPS   |      |      |      |     |     |                |       |       |       |       |     |     |     |     |
|  | 100  |      | 97.5 | 0.3 | 1.7 | 14.6           | 28.1  | 23.1  | 16.8  | 9.5   | 2.2 | 3.9 |     |     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## OTHER ROADS/PATHS/TRAILS

| COLLISION TYPE   | #   | %    | INJ | FAT | <5  | AGE OF CYCLIST |       |       |       |       |   |   | >55 | UNK |
|--|-----|------|-----|-----|-----|----------------|-------|-------|-------|-------|---|---|-----|-----|
|  |     |      |     |     |     | 5-9            | 10-15 | 16-24 | 25-34 | 35-54 |   |   |     |     |
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |     |      |     |     |     |                |       |       |       |       |   |   |     |     |
| Type 1-3: Driveway/Alley   | 9   | 27.3 | 9   | 0   | 0   | 2              | 2     | 2     | 1     | 2     | 0 | 0 |     |     |
| Type 4: Curb Shoulder  | 1   | 3.0  | 1   | 0   | 0   | 1              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| TOTAL GROUP A  | 10  | 30.3 | 10  | 0   | 0   | 3              | 2     | 2     | 1     | 2     | 0 | 0 |     |     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |     |      |     |     |     |                |       |       |       |       |   |   |     |     |
| Type 5b/6b: Cycl. Disregard Sign/Sgnl                                  | 2   | 6.1  | 2   | 0   | 0   | 0              | 2     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 7b: Cyclist Fails to Yield  | 1   | 3.0  | 1   | 0   | 0   | 0              | 1     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 8b: Cyclist Turning   | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type Bb: Cyclist Xing or Entering                                      | 2   | 6.1  | 2   | 0   | 0   | 1              | 1     | 0     | 0     | 0     | 0 | 0 |     |     |
| TOTAL GROUP B, TYPE 5b-Bb  | 5   | 15.2 | 5   | 0   | 0   | 1              | 4     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 6m: Motor Veh. Disregards Sgnl                                    | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 7m: Motor Veh. Fails to Yield                                     | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 8m: Motor Veh. Turning  | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type Bx: Inadequate Information  | 2   | 6.1  | 2   | 0   | 0   | 0              | 0     | 1     | 0     | 1     | 0 | 0 |     |     |
| TOTAL GROUP B, TYPE 5m-Bx  | 2   | 6.1  | 2   | 0   | 0   | 0              | 0     | 1     | 0     | 1     | 0 | 0 |     |     |
| TOTAL GROUP B  | 7   | 21.2 | 7   | 0   | 0   | 1              | 4     | 1     | 0     | 1     | 0 | 0 |     |     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |     |      |     |     |     |                |       |       |       |       |   |   |     |     |
| Type 11: Backing from Driveway   | 2   | 6.1  | 2   | 0   | 0   | 1              | 1     | 0     | 0     | 0     | 0 | 0 |     |     |
| TOTAL GROUP C  | 2   | 6.1  | 2   | 0   | 0   | 1              | 1     | 0     | 0     | 0     | 0 | 0 |     |     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |     |      |     |     |     |                |       |       |       |       |   |   |     |     |
| Type 13a: M. Veh./Cycl. Go Straight                                    | 1   | 3.0  | 1   | 0   | 0   | 1              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 15: Motorist Following Too Close                                  | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| TOTAL GROUP D  | 1   | 3.0  | 1   | 0   | 0   | 1              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |     |      |     |     |     |                |       |       |       |       |   |   |     |     |
| TOTAL GROUP E  | 7   | 21.2 | 7   | 0   | 0   | 3              | 3     | 0     | 1     | 0     | 0 | 0 |     |     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |     |      |     |     |     |                |       |       |       |       |   |   |     |     |
| TOTAL GROUP F  | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| COLLISION GROUP G: OTHER   |     |      |     |     |     |                |       |       |       |       |   |   |     |     |
| Type 26: Cyclist Going Wrong Way                                       | 4   | 12.1 | 4   | 0   | 1   | 1              | 1     | 0     | 1     | 0     | 0 | 0 |     |     |
| Type 28: Motorist Going Wrong Way                                      | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 35: Motorist Driveout from Park                                   | 0   | 0    | 0   | 0   | 0   | 0              | 0     | 0     | 0     | 0     | 0 | 0 |     |     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 1   | 3.0  | 1   | 0   | 0   | 0              | 0     | 1     | 0     | 0     | 0 | 0 |     |     |
| Type 38b: Miscellaneous  | 1   | 3.0  | 1   | 0   | 0   | 0              | 0     | 0     | 1     | 0     | 0 | 0 |     |     |
| TOTAL GROUP G  | 6   | 18.2 | 6   | 0   | 1   | 1              | 1     | 1     | 2     | 0     | 0 | 0 |     |     |
| GRAND TOTAL ALL GROUPS   | 33  | 100  | 33  | 0   | 1   | 10             | 11    | 4     | 4     | 3     | 0 | 0 |     |     |
| PERCENT TOTAL ALL GROUPS   | 100 |      | 100 | 0   | 3.0 | 30.3           | 33.3  | 12.1  | 12.1  | 9.1   | 0 | 0 |     |     |



# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## ADAMS COUNTY

| COLLISION TYPE  | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |    |       |      |      |                |             |            |             |       |
| Type 1-3: Driveway/Alley  | 1  | 9.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 4: Curb Shoulder   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A   | 1  | 9.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 3  | 27.3  | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| Type 7b: Cyclist Fails to Yield   | 3  | 27.3  | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| Type 8b: Cyclist Turning  | 1  | 9.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type Bb: Cyclist Xing or Entering   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 7  | 63.6  | 7    | 0    | 0              | 0           | 0          | 7           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B   | 7  | 63.6  | 7    | 0    | 0              | 0           | 0          | 7           | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 1  | 9.1   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 1  | 9.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 28: Motorist Going Wrong Way   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 1  | 9.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 38b: Miscellaneous   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 2  | 18.2  | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| GRAND TOTAL ALL GROUPS  | 11 | 100.0 | 11   | 0    | 0              | 0           | 1          | 10          | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## ASOTIN COUNTY

| COLLISION TYPE  | #         | %            | INJ.      | FAT.     | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER    |
|---|-----------|--------------|-----------|----------|----------------|-------------|------------|-------------|----------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |           |              |           |          |                |             |            |             |          |
| Type 1-3: Driveway/Alley  | 5         | 19.2         | 5         | 0        | 0              | 2           | 1          | 2           | 0        |
| Type 4: Curb Shoulder   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP A</b>  | <b>5</b>  | <b>19.2</b>  | <b>5</b>  | <b>0</b> | <b>0</b>       | <b>2</b>    | <b>1</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |           |              |           |          |                |             |            |             |          |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 2         | 7.7          | 2         | 0        | 0              | 1           | 0          | 1           | 0        |
| Type 7b: Cyclist Fails to Yield   | 1         | 3.8          | 1         | 0        | 0              | 0           | 0          | 1           | 0        |
| Type 8b: Cyclist Turning  | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type Bb: Cyclist Xing or Entering   | 2         | 7.7          | 2         | 0        | 0              | 0           | 1          | 1           | 0        |
| <b>TOTAL GROUP B, TYPE 5b-Bb</b>  | <b>5</b>  | <b>19.2</b>  | <b>5</b>  | <b>0</b> | <b>0</b>       | <b>1</b>    | <b>1</b>   | <b>3</b>    | <b>0</b> |
| Type 5m: Motor Veh. Disregards Sign   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 6m: Motor Veh. Disregards Signal   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 7m: Motor Veh. Fails to Yield  | 4         | 15.4         | 4         | 0        | 0              | 2           | 0          | 2           | 0        |
| Type 8m: Motor Veh. Turning   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type Bx: Inadequate Information   | 8         | 30.8         | 8         | 0        | 0              | 3           | 1          | 4           | 0        |
| <b>TOTAL GROUP B, TYPE 5m-Bx</b>  | <b>12</b> | <b>46.2</b>  | <b>12</b> | <b>0</b> | <b>0</b>       | <b>5</b>    | <b>1</b>   | <b>6</b>    | <b>0</b> |
| <b>TOTAL GROUP B</b>  | <b>17</b> | <b>65.4</b>  | <b>17</b> | <b>0</b> | <b>0</b>       | <b>6</b>    | <b>2</b>   | <b>9</b>    | <b>0</b> |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |           |              |           |          |                |             |            |             |          |
| Type 11: Backing from Driveway  | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP C</b>  | <b>0</b>  | <b>0</b>     | <b>0</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |           |              |           |          |                |             |            |             |          |
| Type 13a: M. Veh./Cycl. Going Straight  | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 13/14/16/17: Motor Veh. Passing  | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 15: Motorist Following Too Closely                                       | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP D</b>  | <b>0</b>  | <b>0</b>     | <b>0</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |           |              |           |          |                |             |            |             |          |
| <b>TOTAL GROUP E</b>  | <b>2</b>  | <b>7.7</b>   | <b>2</b>  | <b>0</b> | <b>0</b>       | <b>2</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |           |              |           |          |                |             |            |             |          |
| <b>TOTAL GROUP F</b>  | <b>0</b>  | <b>0</b>     | <b>0</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP G: OTHER</b>   |           |              |           |          |                |             |            |             |          |
| Type 26: Cyclist Going Wrong Way  | 2         | 7.7          | 2         | 0        | 0              | 0           | 2          | 0           | 0        |
| Type 28: Motorist Going Wrong Way   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 35: Motorist Driveout from Parking                                       | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 38b: Miscellaneous   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP G</b>  | <b>2</b>  | <b>7.7</b>   | <b>2</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>2</b>   | <b>0</b>    | <b>0</b> |
| <b>GRAND TOTAL ALL GROUPS</b>   | <b>26</b> | <b>100.0</b> | <b>26</b> | <b>0</b> | <b>0</b>       | <b>10</b>   | <b>5</b>   | <b>11</b>   | <b>0</b> |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## BENTON COUNTY

| COLLISION TYPE   | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 20  | 18.7  | 20   | 0    | 0              | 0           | 6          | 14          | 0     |
| Type 4: Curb Shoulder  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A  | 20  | 18.7  | 20   | 0    | 0              | 0           | 6          | 14          | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 9   | 8.4   | 8    | 0    | 0              | 0           | 0          | 9           | 0     |
| Type 7b: Cyclist Fails to Yield  | 9   | 8.4   | 8    | 0    | 0              | 0           | 0          | 9           | 0     |
| Type 8b: Cyclist Turning   | 9   | 8.4   | 9    | 0    | 0              | 0           | 1          | 8           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 7   | 6.5   | 7    | 0    | 0              | 0           | 0          | 7           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 34  | 31.8  | 32   | 0    | 0              | 0           | 1          | 33          | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 17  | 15.9  | 17   | 0    | 0              | 0           | 1          | 16          | 0     |
| Type 8m: Motor Veh. Turning  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 7   | 6.5   | 7    | 0    | 0              | 0           | 2          | 5           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 24  | 22.4  | 24   | 0    | 0              | 0           | 3          | 21          | 0     |
| TOTAL GROUP B  | 58  | 54.2  | 56   | 0    | 0              | 0           | 4          | 54          | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 3   | 2.8   | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| TOTAL GROUP C  | 3   | 2.8   | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 4   | 3.7   | 3    | 1    | 0              | 0           | 3          | 1           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 4   | 3.7   | 3    | 1    | 0              | 0           | 3          | 1           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 2   | 1.9   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 15  | 14.0  | 15   | 0    | 1              | 1           | 1          | 12          | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 4   | 3.7   | 4    | 0    | 0              | 0           | 1          | 3           | 0     |
| Type 38b: Miscellaneous  | 1   | 0.9   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP G  | 20  | 18.7  | 20   | 0    | 1              | 1           | 2          | 16          | 0     |
| GRAND TOTAL ALL GROUPS   | 107 | 100.0 | 104  | 1    | 1              | 1           | 15         | 90          | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## CHELAN COUNTY

| COLLISION TYPE  | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 11  | 10.9  | 11   | 0    | 0              | 2           | 2          | 7           | 0     |
| Type 4: Curb Shoulder   | 2   | 2.0   | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| TOTAL GROUP A   | 13  | 12.9  | 13   | 0    | 0              | 4           | 2          | 7           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 10  | 9.9   | 10   | 0    | 0              | 3           | 1          | 6           | 0     |
| Type 7b: Cyclist Fails to Yield   | 5   | 5.0   | 5    | 0    | 0              | 0           | 0          | 5           | 0     |
| Type 8b: Cyclist Turning  | 3   | 3.0   | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| Type Bb: Cyclist Xing or Entering   | 13  | 12.9  | 12   | 0    | 0              | 5           | 2          | 6           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 31  | 30.7  | 30   | 0    | 0              | 8           | 3          | 20          | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 7   | 6.9   | 7    | 0    | 0              | 1           | 0          | 6           | 0     |
| Type 8m: Motor Veh. Turning   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 14  | 13.9  | 14   | 0    | 0              | 0           | 3          | 11          | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 21  | 20.9  | 21   | 0    | 0              | 1           | 3          | 17          | 0     |
| TOTAL GROUP B   | 52  | 51.5  | 51   | 0    | 0              | 9           | 6          | 37          | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 1   | 1.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| TOTAL GROUP C   | 1   | 1.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 7   | 6.9   | 6    | 1    | 0              | 1           | 3          | 3           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 1   | 1.0   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP D   | 8   | 7.9   | 7    | 1    | 0              | 1           | 3          | 4           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 5   | 5.0   | 5    | 0    | 0              | 0           | 2          | 3           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 1   | 1.0   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 15  | 14.9  | 15   | 0    | 0              | 2           | 0          | 13          | 0     |
| Type 28: Motorist Going Wrong Way   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 1   | 1.0   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 4   | 4.0   | 4    | 0    | 0              | 0           | 0          | 4           | 0     |
| Type 38b: Miscellaneous   | 1   | 1.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| TOTAL GROUP G   | 21  | 20.8  | 21   | 0    | 0              | 2           | 1          | 18          | 0     |
| GRAND TOTAL ALL GROUPS  | 101 | 100.0 | 99   | 1    | 0              | 16          | 15         | 70          | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## CLALLAM COUNTY

| COLLISION TYPE  | #         | %            | INJ.      | FAT.     | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER    |
|---|-----------|--------------|-----------|----------|----------------|-------------|------------|-------------|----------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |           |              |           |          |                |             |            |             |          |
| TYPE 1-3: Driveway/Alley  | 17        | 17.9         | 17        | 0        | 0              | 6           | 3          | 8           | 0        |
| Type 4: Curb Shoulder   | 1         | 1.1          | 1         | 0        | 0              | 1           | 0          | 0           | 0        |
| <b>TOTAL GROUP A</b>  | <b>18</b> | <b>18.9</b>  | <b>18</b> | <b>0</b> | <b>0</b>       | <b>7</b>    | <b>3</b>   | <b>8</b>    | <b>0</b> |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |           |              |           |          |                |             |            |             |          |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 9         | 9.5          | 9         | 0        | 0              | 4           | 0          | 5           | 0        |
| Type 7b: Cyclist Fails to Yield   | 8         | 8.4          | 8         | 0        | 0              | 2           | 0          | 6           | 0        |
| Type 8b: Cyclist Turning  | 2         | 2.1          | 2         | 0        | 0              | 1           | 0          | 1           | 0        |
| Type Bb: Cyclist Xing or Entering   | 4         | 4.2          | 3         | 0        | 0              | 0           | 0          | 3           | 1        |
| <b>TOTAL GROUP B, TYPE 5b-Bb</b>  | <b>23</b> | <b>24.2</b>  | <b>22</b> | <b>0</b> | <b>0</b>       | <b>7</b>    | <b>0</b>   | <b>15</b>   | <b>1</b> |
| Type 5m: Motor Veh. Disregards Sign   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 6m: Motor Veh. Disregards Signal   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 7m: Motor Veh. Fails to Yield  | 18        | 18.9         | 18        | 0        | 0              | 6           | 0          | 12          | 0        |
| Type 8m: Motor Veh. Turning   | 1         | 1.1          | 1         | 0        | 0              | 0           | 0          | 1           | 0        |
| Type Bx: Inadequate Information   | 10        | 10.5         | 10        | 0        | 0              | 3           | 0          | 7           | 0        |
| <b>TOTAL GROUP B, TYPE 5m-Bx</b>  | <b>29</b> | <b>30.5</b>  | <b>29</b> | <b>0</b> | <b>0</b>       | <b>9</b>    | <b>0</b>   | <b>20</b>   | <b>0</b> |
| <b>TOTAL GROUP B</b>  | <b>52</b> | <b>54.7</b>  | <b>51</b> | <b>0</b> | <b>0</b>       | <b>16</b>   | <b>0</b>   | <b>35</b>   | <b>1</b> |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |           |              |           |          |                |             |            |             |          |
| Type 11: Backing from Driveway  | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP C</b>  | <b>0</b>  | <b>0</b>     | <b>0</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |           |              |           |          |                |             |            |             |          |
| Type 13a: M. Veh./Cycl. Going Straight  | 5         | 5.3          | 4         | 1        | 0              | 2           | 0          | 3           | 0        |
| Type 13/14/16/17: Motor Veh. Passing  | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 15: Motorist Following Too Closely                                       | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP D</b>  | <b>5</b>  | <b>5.3</b>   | <b>4</b>  | <b>1</b> | <b>0</b>       | <b>2</b>    | <b>0</b>   | <b>3</b>    | <b>0</b> |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |           |              |           |          |                |             |            |             |          |
| <b>TOTAL GROUP E</b>  | <b>2</b>  | <b>2.1</b>   | <b>2</b>  | <b>0</b> | <b>0</b>       | <b>2</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |           |              |           |          |                |             |            |             |          |
| <b>TOTAL GROUP F</b>  | <b>2</b>  | <b>2.1</b>   | <b>2</b>  | <b>0</b> | <b>0</b>       | <b>2</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP G: OTHER</b>   |           |              |           |          |                |             |            |             |          |
| Type 26: Cyclist Going Wrong Way  | 11        | 11.6         | 11        | 0        | 0              | 8           | 1          | 2           | 0        |
| Type 28: Motorist Going Wrong Way   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 35: Motorist Driveout from Parking                                       | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 5         | 5.3          | 4         | 0        | 0              | 1           | 0          | 4           | 0        |
| Type 38b: Miscellaneous   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP G</b>  | <b>16</b> | <b>16.8</b>  | <b>15</b> | <b>0</b> | <b>0</b>       | <b>9</b>    | <b>1</b>   | <b>6</b>    | <b>0</b> |
| <b>GRAND TOTAL ALL GROUPS</b>   | <b>95</b> | <b>100.0</b> | <b>92</b> | <b>1</b> | <b>0</b>       | <b>38</b>   | <b>4</b>   | <b>52</b>   | <b>1</b> |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## CLARK COUNTY

| COLLISION TYPE   | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 58  | 14.8  | 57   | 1    | 0              | 6           | 31         | 20          | 1     |
| Type 4: Curb Shoulder  | 11  | 2.8   | 11   | 0    | 2              | 3           | 6          | 0           | 0     |
| TOTAL GROUP A  | 69  | 17.6  | 68   | 1    | 2              | 9           | 37         | 20          | 1     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 35  | 9.0   | 34   | 1    | 0              | 2           | 14         | 19          | 0     |
| Type 7b: Cyclist Fails to Yield  | 22  | 5.6   | 21   | 0    | 1              | 0           | 13         | 8           | 0     |
| Type 8b: Cyclist Turning   | 7   | 1.8   | 7    | 0    | 1              | 1           | 4          | 1           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 23  | 5.9   | 23   | 0    | 1              | 0           | 12         | 10          | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 87  | 22.2  | 85   | 1    | 3              | 3           | 43         | 38          | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 1   | 0.3   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 1   | 0.3   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 46  | 11.8  | 45   | 0    | 2              | 4           | 22         | 18          | 0     |
| Type 8m: Motor Veh. Turning  | 1   | 0.3   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type Bx: Inadequate Information  | 33  | 8.4   | 30   | 0    | 0              | 0           | 15         | 18          | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 82  | 21.0  | 78   | 0    | 2              | 4           | 39         | 37          | 0     |
| TOTAL GROUP B  | 169 | 43.2  | 163  | 1    | 5              | 7           | 82         | 75          | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 5   | 1.3   | 5    | 0    | 0              | 0           | 1          | 4           | 0     |
| TOTAL GROUP C  | 5   | 1.3   | 5    | 0    | 0              | 0           | 1          | 4           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 16  | 4.1   | 15   | 1    | 0              | 2           | 9          | 5           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 2   | 0.5   | 2    | 0    | 0              | 0           | 2          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 1   | 0.3   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP D  | 19  | 4.8   | 18   | 1    | 0              | 2           | 11         | 6           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 36  | 9.2   | 35   | 0    | 0              | 1           | 22         | 12          | 1     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 4   | 1.0   | 3    | 1    | 0              | 1           | 2          | 1           | 0     |
| COLLISION GROUP G: OTHER   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 79  | 20.2  | 76   | 0    | 1              | 3           | 46         | 29          | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 8   | 2.0   | 7    | 0    | 0              | 1           | 3          | 4           | 0     |
| Type 38b: Miscellaneous  | 2   | 0.5   | 1    | 1    | 0              | 0           | 0          | 2           | 0     |
| TOTAL GROUP G  | 89  | 22.8  | 84   | 1    | 1              | 4           | 49         | 35          | 0     |
| GRAND TOTAL ALL GROUPS   | 391 | 100.0 | 376  | 5    | 8              | 24          | 204        | 153         | 2     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## COLUMBIA COUNTY

| COLLISION TYPE  | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 3 | 50.0  | 3    | 0    | 0              | 2           | 0          | 1           | 0     |
| Type 4: Curb Shoulder   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A   | 3 | 50.0  | 3    | 0    | 0              | 2           | 0          | 1           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield   | 1 | 16.7  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 8b: Cyclist Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 1 | 16.7  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 1 | 16.7  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 8m: Motor Veh. Turning   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 1 | 16.7  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B   | 2 | 33.3  | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 1 | 16.7  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP C   | 1 | 16.7  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| GRAND TOTAL ALL GROUPS  | 6 | 100.0 | 6    | 0    | 0              | 2           | 0          | 4           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## COWLITZ COUNTY

| COLLISION TYPE  | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 35  | 18.7  | 34   | 0    | 0              | 8           | 4          | 23          | 0     |
| Type 4: Curb Shoulder   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A   | 35  | 18.7  | 34   | 0    | 0              | 8           | 4          | 23          | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 16  | 8.6   | 16   | 0    | 0              | 4           | 0          | 12          | 0     |
| Type 7b: Cyclist Fails to Yield   | 12  | 6.4   | 12   | 0    | 0              | 2           | 2          | 8           | 0     |
| Type 8b: Cyclist Turning  | 3   | 1.6   | 3    | 0    | 0              | 1           | 0          | 2           | 0     |
| Type Bb: Cyclist Xing or Entering   | 14  | 7.5   | 14   | 0    | 0              | 4           | 1          | 9           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 45  | 24.1  | 45   | 0    | 0              | 11          | 3          | 31          | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 1   | 0.5   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 1   | 0.5   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 25  | 13.4  | 24   | 1    | 0              | 6           | 0          | 19          | 0     |
| Type 8m: Motor Veh. Turning   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 19  | 10.2  | 18   | 0    | 0              | 6           | 0          | 13          | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 46  | 24.6  | 44   | 1    | 0              | 12          | 0          | 34          | 0     |
| TOTAL GROUP B   | 91  | 48.7  | 89   | 1    | 0              | 23          | 3          | 65          | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 2   | 0.5   | 1    | 1    | 0              | 0           | 0          | 2           | 0     |
| TOTAL GROUP C   | 2   | 0.5   | 1    | 1    | 0              | 0           | 0          | 2           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 5   | 2.7   | 5    | 0    | 0              | 0           | 1          | 4           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 5   | 2.7   | 5    | 0    | 0              | 0           | 1          | 4           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 12  | 6.5   | 12   | 0    | 0              | 5           | 2          | 5           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 35  | 18.7  | 34   | 1    | 1              | 6           | 1          | 27          | 0     |
| Type 28: Motorist Going Wrong Way   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 1   | 0.5   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 4   | 2.1   | 3    | 0    | 0              | 0           | 0          | 4           | 0     |
| Type 38b: Miscellaneous   | 2   | 1.1   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| TOTAL GROUP G   | 42  | 22.5  | 40   | 1    | 1              | 6           | 1          | 34          | 0     |
| GRAND TOTAL ALL GROUPS  | 187 | 100.0 | 181  | 3    | 1              | 42          | 11         | 133         | 0     |



# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## DOUGLAS COUNTY

| COLLISION TYPE   | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 2  | 9.1   | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| Type 4: Curb Shoulder  | 2  | 9.1   | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| TOTAL GROUP A  | 4  | 18.2  | 4    | 0    | 0              | 3           | 0          | 1           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 7  | 31.8  | 6    | 1    | 0              | 3           | 0          | 4           | 0     |
| Type 7b: Cyclist Fails to Yield  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 1  | 4.5   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 8  | 36.4  | 7    | 1    | 0              | 3           | 0          | 5           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 2  | 9.1   | 2    | 0    | 0              | 0           | 1          | 1           | 0     |
| Type 8m: Motor Veh. Turning  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 1  | 4.5   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 3  | 13.6  | 3    | 0    | 0              | 0           | 1          | 2           | 0     |
| TOTAL GROUP B  | 11 | 50.0  | 10   | 1    | 0              | 3           | 1          | 7           | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 1  | 4.5   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 1  | 4.5   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 2  | 9.1   | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 3  | 13.6  | 2    | 0    | 0              | 2           | 1          | 0           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 1  | 4.5   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 38b: Miscellaneous  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G  | 4  | 18.2  | 3    | 0    | 0              | 2           | 2          | 0           | 0     |
| GRAND TOTAL ALL GROUPS   | 22 | 100.0 | 20   | 1    | 0              | 10          | 4          | 8           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## FERRY COUNTY

| COLLISION TYPE  | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 1 | 20.0  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 4: Curb Shoulder   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A   | 1 | 20.0  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 1 | 20.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 1 | 20.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B   | 1 | 20.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 1 | 20.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 1 | 20.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 2 | 40.0  | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| GRAND TOTAL ALL GROUPS  | 5 | 100.0 | 5    | 0    | 0              | 3           | 1          | 1           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## FRANKLIN COUNTY

| COLLISION TYPE   | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 8  | 21.6  | 7    | 0    | 0              | 0           | 0          | 8           | 0     |
| Type 4: Curb Shoulder  | 1  | 2.7   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP A  | 9  | 24.3  | 8    | 0    | 0              | 0           | 0          | 9           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 5  | 13.5  | 5    | 0    | 0              | 0           | 1          | 4           | 0     |
| Type 7b: Cyclist Fails to Yield  | 3  | 8.1   | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| Type 8b: Cyclist Turning   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 4  | 10.8  | 4    | 0    | 0              | 0           | 0          | 4           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 12 | 32.4  | 12   | 0    | 0              | 0           | 1          | 11          | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 1  | 2.7   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 8m: Motor Veh. Turning  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 1  | 2.7   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 2  | 5.4   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| TOTAL GROUP B  | 14 | 37.8  | 14   | 0    | 0              | 0           | 1          | 13          | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 1  | 2.7   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 1  | 2.7   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 3  | 8.1   | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 1  | 2.7   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| COLLISION GROUP G: OTHER   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 7  | 18.9  | 7    | 0    | 0              | 0           | 1          | 6           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 1  | 2.7   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 38b: Miscellaneous  | 1  | 2.7   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP G  | 9  | 24.3  | 9    | 0    | 0              | 0           | 1          | 8           | 0     |
| GRAND TOTAL ALL GROUPS   | 37 | 100.0 | 36   | 0    | 0              | 0           | 2          | 35          | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## GARFIELD COUNTY

| COLLISION TYPE  | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 1 | 100.0 | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 4: Curb Shoulder   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A   | 1 | 100.0 | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| GRAND TOTAL ALL GROUPS  | 1 | 100   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## GRANT COUNTY

| COLLISION TYPE   | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 5  | 9.6   | 5    | 0    | 0              | 1           | 0          | 4           | 0     |
| Type 4: Curb Shoulder  | 1  | 1.9   | 1    | 0    | 0              | 0           | 0          | 0           | 1     |
| TOTAL GROUP A  | 6  | 11.5  | 6    | 0    | 0              | 1           | 0          | 4           | 1     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 4  | 7.7   | 4    | 0    | 0              | 1           | 1          | 2           | 0     |
| Type 7b: Cyclist Fails to Yield  | 3  | 5.8   | 3    | 0    | 0              | 1           | 0          | 2           | 0     |
| Type 8b: Cyclist Turning   | 4  | 7.7   | 4    | 0    | 0              | 1           | 0          | 3           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 2  | 3.8   | 2    | 0    | 0              | 0           | 1          | 1           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 13 | 25.0  | 13   | 0    | 0              | 3           | 2          | 8           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 5  | 9.6   | 5    | 0    | 0              | 2           | 0          | 3           | 0     |
| Type 8m: Motor Veh. Turning  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 6  | 11.5  | 4    | 0    | 0              | 2           | 0          | 4           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 11 | 21.1  | 9    | 0    | 0              | 4           | 0          | 7           | 0     |
| TOTAL GROUP B  | 24 | 46.2  | 22   | 0    | 0              | 7           | 2          | 15          | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 1  | 1.9   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP C  | 1  | 1.9   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 3  | 5.8   | 2    | 1    | 0              | 0           | 2          | 1           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 3  | 5.8   | 2    | 1    | 0              | 0           | 2          | 1           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 3  | 5.8   | 3    | 0    | 0              | 0           | 3          | 0           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 1  | 1.9   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 11 | 21.1  | 11   | 0    | 0              | 3           | 0          | 8           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 3  | 5.8   | 3    | 0    | 0              | 1           | 0          | 2           | 0     |
| Type 38b: Miscellaneous  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G  | 14 | 26.9  | 14   | 0    | 0              | 4           | 0          | 10          | 0     |
| GRAND TOTAL ALL GROUPS   | 52 | 100.0 | 49   | 1    | 0              | 13          | 7          | 31          | 1     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## GRAYS HARBOR COUNTY

| COLLISION TYPE  | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 11 | 11.8  | 11   | 0    | 0              | 3           | 3          | 5           | 0     |
| Type 4: Curb Shoulder   | 1  | 1.1   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| TOTAL GROUP A   | 12 | 12.9  | 12   | 0    | 0              | 4           | 3          | 5           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 8  | 8.6   | 8    | 0    | 0              | 3           | 0          | 5           | 0     |
| Type 7b: Cyclist Fails to Yield   | 20 | 21.5  | 20   | 0    | 0              | 3           | 1          | 16          | 0     |
| Type 8b: Cyclist Turning  | 1  | 1.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type Bb: Cyclist Xing or Entering   | 3  | 3.2   | 3    | 0    | 0              | 1           | 1          | 1           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 32 | 34.4  | 32   | 0    | 0              | 7           | 2          | 23          | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 1  | 1.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 2  | 2.2   | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 10 | 10.8  | 10   | 0    | 0              | 3           | 0          | 7           | 0     |
| Type 8m: Motor Veh. Turning   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 6  | 6.5   | 6    | 0    | 0              | 2           | 0          | 4           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 19 | 20.4  | 19   | 0    | 0              | 6           | 0          | 13          | 0     |
| TOTAL GROUP B   | 51 | 54.8  | 51   | 0    | 0              | 13          | 2          | 36          | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 1  | 1.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP C   | 1  | 1.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 3  | 3.2   | 3    | 0    | 0              | 1           | 0          | 2           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 3  | 3.2   | 3    | 0    | 0              | 1           | 0          | 2           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 6  | 6.5   | 6    | 0    | 0              | 2           | 2          | 2           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 1  | 1.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 14 | 15.0  | 14   | 0    | 0              | 6           | 0          | 8           | 0     |
| Type 28: Motorist Going Wrong Way   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 3  | 3.2   | 3    | 0    | 0              | 1           | 0          | 2           | 0     |
| Type 38b: Miscellaneous   | 2  | 2.2   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| TOTAL GROUP G   | 19 | 20.4  | 19   | 0    | 0              | 7           | 0          | 12          | 0     |
| GRAND TOTAL ALL GROUPS  | 93 | 100.0 | 93   | 0    | 0              | 27          | 7          | 59          | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## ISLAND COUNTY

| COLLISION TYPE  | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 11 | 22.0  | 11   | 0    | 0              | 1           | 2          | 8           | 0     |
| Type 4: Curb Shoulder   | 1  | 2.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| TOTAL GROUP A   | 12 | 24.0  | 12   | 0    | 0              | 1           | 3          | 8           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 7  | 14.0  | 7    | 0    | 0              | 2           | 3          | 2           | 0     |
| Type 7b: Cyclist Fails to Yield   | 2  | 4.0   | 2    | 0    | 0              | 0           | 1          | 1           | 0     |
| Type 8b: Cyclist Turning  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering   | 2  | 4.0   | 2    | 0    | 0              | 0           | 1          | 1           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 11 | 22.0  | 11   | 0    | 0              | 2           | 5          | 4           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 7  | 14.0  | 7    | 0    | 0              | 4           | 1          | 2           | 0     |
| Type 8m: Motor Veh. Turning   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 3  | 6.0   | 3    | 0    | 0              | 0           | 2          | 1           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 10 | 20.0  | 10   | 0    | 0              | 4           | 3          | 3           | 0     |
| TOTAL GROUP B   | 21 | 42.0  | 21   | 0    | 0              | 6           | 8          | 7           | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 5  | 10.0  | 5    | 0    | 0              | 2           | 1          | 1           | 1     |
| Type 13/14/16/17: Motor Veh. Passing  | 2  | 4.0   | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 7  | 14.0  | 7    | 0    | 0              | 3           | 1          | 2           | 1     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 4  | 8.0   | 4    | 0    | 0              | 1           | 2          | 1           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 6  | 12.0  | 6    | 0    | 0              | 0           | 2          | 4           | 0     |
| Type 28: Motorist Going Wrong Way   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 6  | 12.0  | 6    | 0    | 0              | 0           | 2          | 4           | 0     |
| GRAND TOTAL ALL GROUPS  | 50 | 100.0 | 50   | 0    | 0              | 11          | 16         | 22          | 1     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## JEFFERSON COUNTY

| COLLISION TYPE  | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 2  | 8.0   | 2    | 0    | 0              | 1           | 1          | 0           | 0     |
| Type 4: Curb Shoulder   | 1  | 4.0   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| TOTAL GROUP A   | 3  | 12.0  | 3    | 0    | 0              | 2           | 1          | 0           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 4  | 16.0  | 4    | 0    | 0              | 1           | 1          | 2           | 0     |
| Type 7b: Cyclist Fails to Yield   | 4  | 16.0  | 4    | 0    | 0              | 1           | 3          | 0           | 0     |
| Type 8b: Cyclist Turning  | 1  | 4.0   | 0    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type Bb: Cyclist Xing or Entering   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 9  | 36.0  | 8    | 0    | 0              | 2           | 4          | 3           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 2  | 8.0   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 3  | 12.0  | 3    | 0    | 0              | 1           | 0          | 2           | 0     |
| Type 8m: Motor Veh. Turning   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 2  | 8.0   | 2    | 0    | 0              | 0           | 1          | 0           | 1     |
| TOTAL GROUP B, TYPE 5m-Bx   | 7  | 28.0  | 7    | 0    | 0              | 1           | 1          | 4           | 1     |
| TOTAL GROUP B   | 16 | 64.0  | 15   | 0    | 0              | 3           | 5          | 7           | 1     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 2  | 8.0   | 2    | 0    | 0              | 0           | 2          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 2  | 8.0   | 2    | 0    | 0              | 0           | 2          | 0           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 3  | 12.0  | 3    | 0    | 0              | 2           | 1          | 0           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 1  | 4.0   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 28: Motorist Going Wrong Way   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 1  | 4.0   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| GRAND TOTAL ALL GROUPS  | 25 | 100.0 | 24   | 0    | 0              | 7           | 9          | 8           | 1     |



# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## KING COUNTY

| COLLISION TYPE  | #    | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|------|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |      |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 521  | 16.1  | 508  | 3    | 0              | 62          | 65         | 392         | 2     |
| Type 4: Curb Shoulder   | 25   | 0.8   | 22   | 2    | 0              | 9           | 10         | 6           | 0     |
| TOTAL GROUP A   | 546  | 16.9  | 530  | 5    | 0              | 71          | 75         | 398         | 2     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |      |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 185  | 5.7   | 181  | 1    | 0              | 22          | 49         | 113         | 1     |
| Type 7b: Cyclist Fails to Yield   | 212  | 6.6   | 209  | 1    | 3              | 16          | 47         | 146         | 0     |
| Type 8b: Cyclist Turning  | 87   | 2.7   | 85   | 1    | 1              | 3           | 14         | 69          | 0     |
| Type Bb: Cyclist Xing or Entering   | 135  | 4.2   | 131  | 2    | 1              | 13          | 26         | 95          | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 619  | 19.1  | 606  | 5    | 5              | 54          | 136        | 423         | 1     |
| Type 5m: Motor Veh. Disregards Sign   | 13   | 0.4   | 13   | 0    | 0              | 4           | 0          | 9           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 31   | 1.0   | 30   | 0    | 1              | 7           | 1          | 22          | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 601  | 18.6  | 593  | 0    | 3              | 69          | 54         | 475         | 0     |
| Type 8m: Motor Veh. Turning   | 21   | 0.6   | 21   | 0    | 0              | 1           | 3          | 17          | 0     |
| Type Bx: Inadequate Information   | 358  | 11.1  | 340  | 0    | 5              | 38          | 45         | 270         | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 1024 | 31.6  | 997  | 0    | 9              | 119         | 103        | 793         | 0     |
| TOTAL GROUP B   | 1643 | 50.8  | 1603 | 5    | 14             | 173         | 239        | 1216        | 1     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |      |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 23   | 0.7   | 23   | 0    | 0              | 1           | 5          | 17          | 0     |
| TOTAL GROUP C   | 23   | 0.7   | 23   | 0    | 0              | 1           | 5          | 17          | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |      |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 158  | 4.9   | 156  | 1    | 1              | 14          | 27         | 116         | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 27   | 0.8   | 26   | 0    | 0              | 2           | 6          | 19          | 0     |
| Type 15: Motorist Following Too Closely                                       | 9    | 0.3   | 9    | 0    | 0              | 2           | 2          | 5           | 0     |
| TOTAL GROUP D   | 194  | 6.0   | 191  | 1    | 1              | 18          | 35         | 140         | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |      |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 119  | 3.7   | 115  | 1    | 0              | 10          | 36         | 71          | 2     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |      |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 62   | 1.9   | 57   | 0    | 0              | 4           | 3          | 55          | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |      |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 400  | 12.4  | 394  | 0    | 3              | 94          | 76         | 225         | 2     |
| Type 28: Motorist Going Wrong Way   | 2    | 0.1   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 23   | 0.7   | 23   | 0    | 0              | 1           | 3          | 19          | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 202  | 6.2   | 194  | 0    | 1              | 26          | 32         | 142         | 1     |
| Type 38b: Miscellaneous   | 22   | 0.7   | 21   | 1    | 1              | 1           | 4          | 15          | 1     |
| TOTAL GROUP G   | 649  | 20.1  | 634  | 1    | 5              | 122         | 115        | 403         | 4     |
| GRAND TOTAL ALL GROUPS  | 3236 | 100.0 | 3153 | 13   | 20             | 399         | 508        | 2300        | 9     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## KITSAP COUNTY

| COLLISION TYPE   | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 51  | 18.3  | 50   | 0    | 0              | 5           | 25         | 20          | 1     |
| Type 4: Curb Shoulder  | 11  | 3.9   | 11   | 0    | 0              | 5           | 5          | 1           | 0     |
| TOTAL GROUP A  | 62  | 22.2  | 61   | 0    | 0              | 10          | 30         | 21          | 1     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 32  | 11.5  | 32   | 0    | 0              | 6           | 16         | 10          | 0     |
| Type 7b: Cyclist Fails to Yield  | 17  | 6.1   | 16   | 0    | 0              | 3           | 5          | 9           | 0     |
| Type 8b: Cyclist Turning   | 7   | 2.5   | 7    | 0    | 0              | 2           | 0          | 5           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 13  | 4.7   | 13   | 0    | 0              | 4           | 3          | 6           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 69  | 24.7  | 68   | 0    | 0              | 15          | 24         | 30          | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 32  | 11.5  | 31   | 0    | 0              | 8           | 10         | 14          | 0     |
| Type 8m: Motor Veh. Turning  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 17  | 6.1   | 17   | 0    | 0              | 7           | 4          | 6           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 49  | 17.6  | 48   | 0    | 0              | 15          | 14         | 20          | 0     |
| TOTAL GROUP B  | 118 | 42.2  | 116  | 0    | 0              | 30          | 38         | 50          | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 21  | 7.5   | 21   | 0    | 0              | 6           | 6          | 9           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 2   | 0.7   | 2    | 0    | 0              | 0           | 1          | 1           | 0     |
| Type 15: Motorist Following Too Closely                                | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 23  | 8.2   | 23   | 0    | 0              | 6           | 7          | 10          | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 30  | 10.8  | 30   | 0    | 0              | 4           | 21         | 5           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 3   | 1.1   | 3    | 0    | 0              | 0           | 1          | 2           | 0     |
| COLLISION GROUP G: OTHER   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 29  | 10.4  | 29   | 0    | 0              | 8           | 16         | 4           | 1     |
| Type 28: Motorist Going Wrong Way                                      | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 12  | 4.3   | 11   | 0    | 0              | 4           | 2          | 6           | 0     |
| Type 38b: Miscellaneous  | 2   | 0.7   | 2    | 0    | 0              | 0           | 1          | 1           | 0     |
| TOTAL GROUP G  | 43  | 15.4  | 42   | 0    | 0              | 12          | 19         | 11          | 1     |
| GRAND TOTAL ALL GROUPS   | 279 | 100.0 | 275  | 0    | 0              | 62          | 116        | 99          | 2     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## KITTITAS COUNTY

| COLLISION TYPE  | #         | %            | INJ.      | FAT.     | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER    |
|---|-----------|--------------|-----------|----------|----------------|-------------|------------|-------------|----------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |           |              |           |          |                |             |            |             |          |
| TYPE 1-3: Driveway/Alley  | 9         | 16.1         | 9         | 0        | 0              | 0           | 0          | 9           | 0        |
| Type 4: Curb Shoulder   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP A</b>  | <b>9</b>  | <b>16.1</b>  | <b>9</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>9</b>    | <b>0</b> |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |           |              |           |          |                |             |            |             |          |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 8         | 14.3         | 7         | 0        | 0              | 1           | 0          | 7           | 0        |
| Type 7b: Cyclist Fails to Yield   | 3         | 5.4          | 3         | 0        | 0              | 0           | 0          | 3           | 0        |
| Type 8b: Cyclist Turning  | 1         | 1.8          | 1         | 0        | 0              | 0           | 0          | 1           | 0        |
| Type Bb: Cyclist Xing or Entering   | 1         | 1.8          | 1         | 0        | 0              | 0           | 0          | 1           | 0        |
| <b>TOTAL GROUP B, TYPE 5b-Bb</b>  | <b>13</b> | <b>23.2</b>  | <b>12</b> | <b>0</b> | <b>0</b>       | <b>1</b>    | <b>0</b>   | <b>12</b>   | <b>0</b> |
| Type 5m: Motor Veh. Disregards Sign   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 6m: Motor Veh. Disregards Signal   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 7m: Motor Veh. Fails to Yield  | 7         | 12.5         | 7         | 0        | 0              | 0           | 0          | 7           | 0        |
| Type 8m: Motor Veh. Turning   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type Bx: Inadequate Information   | 8         | 14.3         | 7         | 0        | 0              | 0           | 0          | 8           | 0        |
| <b>TOTAL GROUP B, TYPE 5m-Bx</b>  | <b>15</b> | <b>26.8</b>  | <b>14</b> | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>15</b>   | <b>0</b> |
| <b>TOTAL GROUP B</b>  | <b>28</b> | <b>50.0</b>  | <b>26</b> | <b>0</b> | <b>0</b>       | <b>1</b>    | <b>0</b>   | <b>27</b>   | <b>0</b> |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |           |              |           |          |                |             |            |             |          |
| Type 11: Backing from Driveway  | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP C</b>  | <b>0</b>  | <b>0</b>     | <b>0</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |           |              |           |          |                |             |            |             |          |
| Type 13a: M. Veh./Cycl. Going Straight  | 3         | 5.4          | 3         | 0        | 0              | 0           | 1          | 2           | 0        |
| Type 13/14/16/17: Motor Veh. Passing  | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 15: Motorist Following Too Closely                                       | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP D</b>  | <b>3</b>  | <b>5.4</b>   | <b>3</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>1</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |           |              |           |          |                |             |            |             |          |
| <b>TOTAL GROUP E</b>  | <b>3</b>  | <b>5.4</b>   | <b>3</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>1</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |           |              |           |          |                |             |            |             |          |
| <b>TOTAL GROUP F</b>  | <b>1</b>  | <b>1.8</b>   | <b>1</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>1</b>    | <b>0</b> |
| <b>COLLISION GROUP G: OTHER</b>   |           |              |           |          |                |             |            |             |          |
| Type 26: Cyclist Going Wrong Way  | 5         | 8.9          | 5         | 0        | 0              | 0           | 0          | 5           | 0        |
| Type 28: Motorist Going Wrong Way   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 35: Motorist Driveout from Parking                                       | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 6         | 10.7         | 5         | 0        | 0              | 0           | 0          | 6           | 0        |
| Type 38b: Miscellaneous   | 1         | 1.8          | 1         | 0        | 0              | 0           | 0          | 1           | 0        |
| <b>TOTAL GROUP G</b>  | <b>12</b> | <b>21.4</b>  | <b>11</b> | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>12</b>   | <b>0</b> |
| <b>GRAND TOTAL ALL GROUPS</b>   | <b>56</b> | <b>100.0</b> | <b>53</b> | <b>0</b> | <b>0</b>       | <b>1</b>    | <b>2</b>   | <b>53</b>   | <b>0</b> |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## Klickitat County

| COLLISION TYPE   | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 4: Curb Shoulder  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 2 | 33.3  | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| Type 7b: Cyclist Fails to Yield  | 1 | 16.7  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 1 | 16.7  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 4 | 66.7  | 4    | 0    | 0              | 1           | 1          | 2           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 1 | 16.7  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 1 | 16.7  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B  | 5 | 83.3  | 5    | 0    | 0              | 1           | 1          | 3           | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 1 | 16.7  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| GRAND TOTAL ALL GROUPS   | 6 | 100.0 | 6    | 0    | 0              | 2           | 1          | 3           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## LEWIS COUNTY

| COLLISION TYPE   | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 6   | 6.0   | 5    | 1    | 0              | 1           | 3          | 2           | 0     |
| Type 4: Curb Shoulder  | 2   | 2.0   | 2    | 0    | 0              | 1           | 1          | 0           | 0     |
| TOTAL GROUP A  | 8   | 8.0   | 7    | 1    | 0              | 2           | 4          | 2           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 11  | 11.0  | 11   | 0    | 1              | 0           | 0          | 10          | 0     |
| Type 7b: Cyclist Fails to Yield  | 5   | 5.0   | 5    | 0    | 0              | 1           | 0          | 4           | 0     |
| Type 8b: Cyclist Turning   | 1   | 1.0   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 3   | 3.0   | 3    | 0    | 0              | 2           | 0          | 1           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 20  | 20.0  | 20   | 0    | 1              | 4           | 0          | 15          | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 1   | 1.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 1   | 1.0   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 12  | 12.0  | 12   | 0    | 0              | 5           | 0          | 7           | 0     |
| Type 8m: Motor Veh. Turning  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 7   | 7.0   | 7    | 0    | 0              | 1           | 1          | 5           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 21  | 21.0  | 21   | 0    | 0              | 6           | 2          | 13          | 0     |
| TOTAL GROUP B  | 41  | 41.0  | 41   | 0    | 1              | 10          | 2          | 28          | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 6   | 6.0   | 6    | 0    | 1              | 0           | 2          | 3           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 2   | 2.0   | 2    | 0    | 0              | 0           | 2          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 8   | 8.0   | 8    | 0    | 1              | 0           | 4          | 3           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 7   | 7.0   | 7    | 0    | 0              | 2           | 3          | 2           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 32  | 32.0  | 32   | 0    | 2              | 3           | 6          | 21          | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 3   | 3.0   | 3    | 0    | 0              | 1           | 1          | 1           | 0     |
| Type 38b: Miscellaneous  | 1   | 1.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| TOTAL GROUP G  | 36  | 36.0  | 36   | 0    | 2              | 4           | 8          | 22          | 0     |
| GRAND TOTAL ALL GROUPS   | 100 | 100.0 | 99   | 1    | 4              | 18          | 21         | 57          | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## LINCOLN COUNTY

| COLLISION TYPE   | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 1 | 20.0  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 4: Curb Shoulder  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A  | 1 | 20.0  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 1 | 20.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield  | 1 | 20.0  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 8b: Cyclist Turning   | 1 | 20.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 3 |       | 3    | 0    | 0              | 2           | 0          | 1           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B  | 3 | 60.0  | 3    | 0    | 0              | 2           | 0          | 1           | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 1 | 20.0  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| COLLISION GROUP G: OTHER   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| GRAND TOTAL ALL GROUPS   | 5 | 100.0 | 5    | 0    | 0              | 2           | 0          | 3           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## MASON COUNTY

| COLLISION TYPE   | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 7  | 20.6  | 6    | 0    | 0              | 3           | 3          | 1           | 0     |
| Type 4: Curb Shoulder  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A  | 7  | 20.6  | 6    | 0    | 0              | 3           | 3          | 1           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 3  | 8.8   | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| Type 7b: Cyclist Fails to Yield  | 5  | 14.7  | 5    | 0    | 0              | 1           | 0          | 4           | 0     |
| Type 8b: Cyclist Turning   | 1  | 2.9   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 9  | 26.5  | 9    | 0    | 0              | 1           | 0          | 8           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 2  | 5.9   | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 6  | 17.6  | 6    | 0    | 0              | 2           | 0          | 4           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 8  | 23.5  | 8    | 0    | 0              | 4           | 0          | 4           | 0     |
| TOTAL GROUP B  | 17 | 50.0  | 17   | 0    | 0              | 5           | 0          | 12          | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 1  | 2.9   | 1    | 0    | 0              | 0           | 0          | 0           | 1     |
| TOTAL GROUP C  | 1  | 2.9   | 1    | 0    | 0              | 0           | 0          | 0           | 1     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 2  | 5.9   | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 2  | 5.9   | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 1  | 2.9   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 5  | 14.7  | 5    | 0    | 0              | 1           | 2          | 2           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous  | 1  | 2.9   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| TOTAL GROUP G  | 6  | 17.6  | 6    | 0    | 0              | 2           | 2          | 2           | 0     |
| GRAND TOTAL ALL GROUPS   | 34 | 100.0 | 33   | 0    | 0              | 11          | 6          | 16          | 1     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## OKANOGAN COUNTY

| COLLISION TYPE   | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 2  | 10.5  | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| Type 4: Curb Shoulder  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A  | 2  | 10.5  | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 1  | 5.3   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield  | 3  | 15.8  | 2    | 1    | 0              | 1           | 0          | 2           | 0     |
| Type 8b: Cyclist Turning   | 2  | 10.5  | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 2  | 10.5  | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 8  | 42.1  | 7    | 1    | 0              | 6           | 0          | 2           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 1  | 5.3   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 1  | 5.3   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B  | 9  | 47.4  | 8    | 1    | 0              | 6           | 0          | 3           | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 4  | 21.1  | 4    | 0    | 0              | 3           | 1          | 0           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 3  | 15.8  | 3    | 0    | 0              | 1           | 0          | 2           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 1  | 5.3   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 38b: Miscellaneous  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G  | 4  | 21.1  | 4    | 0    | 0              | 2           | 0          | 2           | 0     |
| GRAND TOTAL ALL GROUPS   | 19 | 100.0 | 18   | 1    | 0              | 13          | 1          | 5           | 0     |



# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## PACIFIC COUNTY

| COLLISION TYPE   | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 2  | 10.0  | 1    | 0    | 0              | 2           | 0          | 0           | 0     |
| Type 4: Curb Shoulder  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A  | 2  | 10.0  | 1    | 0    | 0              | 2           | 0          | 0           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 3  | 15.0  | 3    | 0    | 0              | 2           | 1          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning   | 1  | 5.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 2  | 10.0  | 2    | 0    | 0              | 0           | 1          | 1           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 6  | 30.0  | 6    | 0    | 0              | 2           | 3          | 1           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 3  | 15.0  | 2    | 1    | 0              | 2           | 0          | 1           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 3  | 15.0  | 2    | 1    | 0              | 2           | 0          | 1           | 0     |
| TOTAL GROUP B  | 9  | 45.0  | 8    | 1    | 0              | 4           | 3          | 2           | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 4  | 20.0  | 4    | 0    | 0              | 3           | 1          | 0           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 2  | 10.0  | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 1  | 5.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 1  | 5.0   | 0    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 38b: Miscellaneous  | 1  | 5.0   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| TOTAL GROUP G  | 5  | 25.0  | 4    | 0    | 0              | 2           | 2          | 1           | 0     |
| GRAND TOTAL ALL GROUPS   | 20 | 100.0 | 17   | 1    | 0              | 11          | 6          | 3           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## PEND OREILLE COUNTY

| COLLISION TYPE  | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 1 | 25.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 4: Curb Shoulder   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A   | 1 | 25.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 2 | 50.0  | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 2 | 50.0  | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| TOTAL GROUP B   | 2 | 50.0  | 2    | 0    | 0              | 2           | 0          | 0           | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 1 | 25.0  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 38b: Miscellaneous   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 1 | 25.0  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| GRAND TOTAL ALL GROUPS  | 4 | 100.0 | 4    | 0    | 0              | 3           | 1          | 0           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## PIERCE COUNTY

| COLLISION TYPE  | #          | %            | INJ.       | FAT.     | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER    |
|---|------------|--------------|------------|----------|----------------|-------------|------------|-------------|----------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |            |              |            |          |                |             |            |             |          |
| TYPE 1-3: Driveway/Alley  | 137        | 14.4         | 133        | 1        | 0              | 18          | 45         | 71          | 3        |
| Type 4: Curb Shoulder   | 14         | 1.5          | 14         | 0        | 0              | 4           | 7          | 3           | 0        |
| <b>TOTAL GROUP A</b>  | <b>151</b> | <b>15.9</b>  | <b>147</b> | <b>1</b> | <b>0</b>       | <b>22</b>   | <b>52</b>  | <b>74</b>   | <b>3</b> |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |            |              |            |          |                |             |            |             |          |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 86         | 9.1          | 85         | 1        | 0              | 7           | 20         | 59          | 0        |
| Type 7b: Cyclist Fails to Yield   | 70         | 7.4          | 70         | 0        | 1              | 5           | 22         | 42          | 0        |
| Type 8b: Cyclist Turning  | 35         | 3.7          | 34         | 0        | 0              | 4           | 15         | 16          | 0        |
| Type Bb: Cyclist Xing or Entering   | 63         | 6.6          | 61         | 1        | 0              | 4           | 18         | 41          | 0        |
| <b>TOTAL GROUP B, TYPE 5b-Bb</b>  | <b>254</b> | <b>26.8</b>  | <b>250</b> | <b>2</b> | <b>1</b>       | <b>20</b>   | <b>75</b>  | <b>158</b>  | <b>0</b> |
| Type 5m: Motor Veh. Disregards Sign   | 5          | 0.5          | 5          | 0        | 0              | 0           | 1          | 4           | 0        |
| Type 6m: Motor Veh. Disregards Signal   | 7          | 0.7          | 7          | 0        | 0              | 0           | 1          | 6           | 0        |
| Type 7m: Motor Veh. Fails to Yield  | 117        | 12.3         | 117        | 0        | 0              | 9           | 21         | 87          | 0        |
| Type 8m: Motor Veh. Turning   | 4          | 0.4          | 4          | 0        | 0              | 1           | 1          | 2           | 0        |
| Type Bx: Inadequate Information   | 62         | 6.5          | 61         | 0        | 0              | 1           | 17         | 43          | 1        |
| <b>TOTAL GROUP B, TYPE 5m-Bx</b>  | <b>195</b> | <b>20.5</b>  | <b>194</b> | <b>0</b> | <b>0</b>       | <b>11</b>   | <b>41</b>  | <b>142</b>  | <b>1</b> |
| <b>TOTAL GROUP B</b>  | <b>449</b> | <b>47.3</b>  | <b>444</b> | <b>2</b> | <b>1</b>       | <b>31</b>   | <b>116</b> | <b>300</b>  | <b>1</b> |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |            |              |            |          |                |             |            |             |          |
| Type 11: Backing from Driveway  | 8          | 0.8          | 7          | 0        | 0              | 0           | 0          | 7           | 1        |
| <b>TOTAL GROUP C</b>  | <b>8</b>   | <b>0.8</b>   | <b>7</b>   | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>7</b>    | <b>1</b> |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |            |              |            |          |                |             |            |             |          |
| Type 13a: M. Veh./Cycl. Going Straight  | 40         | 4.2          | 38         | 1        | 0              | 2           | 16         | 22          | 0        |
| Type 13/14/16/17: Motor Veh. Passing  | 12         | 1.3          | 12         | 0        | 0              | 1           | 11         | 0           | 0        |
| Type 15: Motorist Following Too Closely                                       | 2          | 0.2          | 2          | 0        | 0              | 0           | 0          | 2           | 0        |
| <b>TOTAL GROUP D</b>  | <b>54</b>  | <b>5.7</b>   | <b>52</b>  | <b>1</b> | <b>0</b>       | <b>3</b>    | <b>27</b>  | <b>24</b>   | <b>0</b> |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |            |              |            |          |                |             |            |             |          |
| <b>TOTAL GROUP E</b>  | <b>81</b>  | <b>8.5</b>   | <b>75</b>  | <b>4</b> | <b>0</b>       | <b>6</b>    | <b>44</b>  | <b>30</b>   | <b>1</b> |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |            |              |            |          |                |             |            |             |          |
| <b>TOTAL GROUP F</b>  | <b>4</b>   | <b>0.4</b>   | <b>4</b>   | <b>0</b> | <b>0</b>       | <b>1</b>    | <b>0</b>   | <b>3</b>    | <b>0</b> |
| <b>COLLISION GROUP G: OTHER</b>   |            |              |            |          |                |             |            |             |          |
| Type 26: Cyclist Going Wrong Way  | 145        | 15.3         | 143        | 0        | 3              | 32          | 47         | 63          | 0        |
| Type 28: Motorist Going Wrong Way   | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 35: Motorist Driveout from Parking                                       | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 42         | 4.4          | 39         | 0        | 1              | 2           | 9          | 30          | 0        |
| Type 38b: Miscellaneous   | 15         | 1.6          | 15         | 0        | 0              | 1           | 8          | 6           | 0        |
| <b>TOTAL GROUP G</b>  | <b>202</b> | <b>21.3</b>  | <b>197</b> | <b>0</b> | <b>4</b>       | <b>35</b>   | <b>64</b>  | <b>99</b>   | <b>0</b> |
| <b>GRAND TOTAL ALL GROUPS</b>   | <b>949</b> | <b>100.0</b> | <b>926</b> | <b>8</b> | <b>5</b>       | <b>98</b>   | <b>303</b> | <b>537</b>  | <b>6</b> |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## SAN JUAN COUNTY

| COLLISION TYPE  | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 1 | 14.3  | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 4: Curb Shoulder   | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| TOTAL GROUP A   | 2 | 28.6  | 2    | 0    | 0              | 0           | 1          | 1           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning   | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type Bx: Inadequate Information   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| TOTAL GROUP B   | 2 | 28.6  | 2    | 0    | 0              | 0           | 2          | 0           | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 38b: Miscellaneous   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 1 | 14.3  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| GRAND TOTAL ALL GROUPS  | 7 | 100.0 | 7    | 0    | 0              | 0           | 6          | 1           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## SKAGIT COUNTY

| COLLISION TYPE  | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 10  | 8.3   | 10   | 0    | 0              | 1           | 3          | 6           | 0     |
| Type 4: Curb Shoulder   | 4   | 3.3   | 4    | 0    | 0              | 1           | 3          | 0           | 0     |
| TOTAL GROUP A   | 14  | 11.6  | 14   | 0    | 0              | 2           | 6          | 6           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 13  | 10.7  | 13   | 0    | 0              | 4           | 2          | 7           | 0     |
| Type 7b: Cyclist Fails to Yield   | 8   | 6.6   | 8    | 0    | 0              | 2           | 1          | 5           | 0     |
| Type 8b: Cyclist Turning  | 4   | 3.3   | 4    | 0    | 0              | 3           | 1          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering   | 7   | 5.8   | 7    | 0    | 0              | 2           | 1          | 4           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 32  | 26.4  | 32   | 0    | 0              | 11          | 5          | 16          | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 1   | 0.8   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 25  | 20.7  | 25   | 0    | 0              | 9           | 1          | 15          | 0     |
| Type 8m: Motor Veh. Turning   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 9   | 7.4   | 8    | 0    | 0              | 2           | 0          | 7           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 35  | 28.9  | 34   | 0    | 0              | 11          | 1          | 23          | 0     |
| TOTAL GROUP B   | 67  | 55.4  | 66   | 0    | 0              | 22          | 6          | 39          | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 2   | 1.7   | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 1   | 0.8   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 3   | 2.5   | 3    | 0    | 0              | 1           | 1          | 1           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 9   | 7.4   | 9    | 0    | 0              | 3           | 4          | 2           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 1   | 0.8   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 19  | 15.7  | 19   | 0    | 0              | 9           | 2          | 8           | 0     |
| Type 28: Motorist Going Wrong Way   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 7   | 5.8   | 7    | 0    | 0              | 1           | 1          | 5           | 0     |
| Type 38b: Miscellaneous   | 1   | 0.8   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP G   | 27  | 22.3  | 27   | 0    | 0              | 10          | 3          | 14          | 0     |
| GRAND TOTAL ALL GROUPS  | 121 | 100.0 | 120  | 0    | 0              | 39          | 20         | 62          | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## SKAMANIA COUNTY

| COLLISION TYPE  | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 1 | 25.0  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 4: Curb Shoulder   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A   | 1 | 25.0  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 1 | 25.0  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield   | 1 | 25.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 2 | 50.0  | 2    | 0    | 0              | 1           | 1          | 0           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B   | 2 | 50.0  | 2    | 0    | 0              | 1           | 1          | 0           | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 1 | 25.0  | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| GRAND TOTAL ALL GROUPS  | 4 | 100.0 | 4    | 0    | 0              | 1           | 3          | 0           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## SNOHOMISH COUNTY

| COLLISION TYPE  | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 133 | 17.9  | 133  | 0    | 0              | 18          | 44         | 71          | 0     |
| Type 4: Curb Shoulder   | 11  | 1.5   | 11   | 0    | 0              | 6           | 3          | 2           | 0     |
| TOTAL GROUP A   | 144 | 19.3  | 144  | 0    | 0              | 24          | 47         | 73          | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 56  | 7.5   | 53   | 1    | 2              | 7           | 13         | 34          | 0     |
| Type 7b: Cyclist Fails to Yield   | 64  | 8.6   | 64   | 0    | 0              | 11          | 19         | 34          | 0     |
| Type 8b: Cyclist Turning  | 25  | 3.4   | 24   | 0    | 1              | 7           | 10         | 7           | 0     |
| Type Bb: Cyclist Xing or Entering   | 44  | 5.9   | 42   | 0    | 0              | 3           | 14         | 26          | 1     |
| TOTAL GROUP B, TYPE 5b-Bb   | 189 | 25.3  | 183  | 1    | 3              | 28          | 56         | 101         | 1     |
| Type 5m: Motor Veh. Disregards Sign   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 6   | 0.8   | 6    | 0    | 0              | 2           | 0          | 4           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 78  | 10.5  | 77   | 0    | 3              | 28          | 5          | 42          | 0     |
| Type 8m: Motor Veh. Turning   | 3   | 0.4   | 3    | 0    | 0              | 1           | 1          | 1           | 0     |
| Type Bx: Inadequate Information   | 59  | 7.9   | 55   | 1    | 2              | 14          | 9          | 34          | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 146 | 19.6  | 141  | 1    | 5              | 45          | 15         | 81          | 0     |
| TOTAL GROUP B   | 335 | 44.9  | 324  | 2    | 8              | 73          | 71         | 182         | 1     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 1   | 0.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP C   | 1   | 0.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 33  | 4.4   | 32   | 1    | 0              | 3           | 17         | 13          | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 6   | 0.8   | 6    | 0    | 0              | 1           | 5          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 1   | 0.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP D   | 40  | 5.4   | 39   | 1    | 0              | 4           | 22         | 14          | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 47  | 6.3   | 44   | 3    | 0              | 5           | 26         | 15          | 1     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 4   | 0.5   | 4    | 0    | 0              | 1           | 1          | 2           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 122 | 16.4  | 119  | 0    | 2              | 38          | 22         | 60          | 0     |
| Type 28: Motorist Going Wrong Way   | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 47  | 6.3   | 44   | 0    | 0              | 10          | 15         | 22          | 0     |
| Type 38b: Miscellaneous   | 6   | 0.8   | 6    | 0    | 0              | 1           | 0          | 5           | 0     |
| TOTAL GROUP G   | 175 | 23.5  | 169  | 0    | 2              | 49          | 37         | 87          | 0     |
| GRAND TOTAL ALL GROUPS  | 746 | 100.0 | 725  | 6    | 10             | 156         | 204        | 374         | 2     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## SPOKANE COUNTY

| COLLISION TYPE   | #   | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|-----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |     |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 87  | 11.4  | 84   | 0    | 0              | 5           | 17         | 65          | 0     |
| Type 4: Curb Shoulder  | 8   | 1.0   | 7    | 1    | 0              | 0           | 5          | 3           | 0     |
| TOTAL GROUP A  | 95  | 12.5  | 91   | 1    | 0              | 5           | 22         | 68          | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |     |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 64  | 8.4   | 64   | 0    | 1              | 7           | 11         | 45          | 0     |
| Type 7b: Cyclist Fails to Yield  | 68  | 8.9   | 68   | 0    | 0              | 5           | 6          | 57          | 0     |
| Type 8b: Cyclist Turning   | 24  | 3.1   | 23   | 0    | 0              | 2           | 5          | 17          | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 39  | 5.1   | 37   | 0    | 0              | 0           | 14         | 25          | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 195 | 25.6  | 192  | 0    | 1              | 14          | 36         | 144         | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 2   | 0.3   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 8   | 1.0   | 8    | 0    | 0              | 0           | 1          | 7           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 105 | 13.8  | 104  | 1    | 0              | 8           | 8          | 89          | 0     |
| Type 8m: Motor Veh. Turning  | 6   | 0.8   | 6    | 0    | 0              | 1           | 1          | 4           | 0     |
| Type Bx: Inadequate Information  | 90  | 11.8  | 87   | 1    | 0              | 8           | 13         | 69          | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 211 | 27.7  | 207  | 2    | 0              | 17          | 23         | 171         | 0     |
| TOTAL GROUP B  | 406 | 53.3  | 399  | 2    | 1              | 31          | 59         | 315         | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |     |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 4   | 0.5   | 4    | 0    | 0              | 0           | 2          | 2           | 0     |
| TOTAL GROUP C  | 4   | 0.5   | 4    | 0    | 0              | 0           | 2          | 2           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |     |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 42  | 5.5   | 41   | 0    | 0              | 3           | 11         | 28          | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 3   | 0.4   | 3    | 0    | 0              | 0           | 2          | 1           | 0     |
| Type 15: Motorist Following Too Closely                                | 1   | 0.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP D  | 46  | 6.0   | 45   | 0    | 0              | 3           | 13         | 30          | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 44  | 5.8   | 43   | 0    | 0              | 2           | 15         | 27          | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |     |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 3   | 0.4   | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| COLLISION GROUP G: OTHER   |     |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 120 | 15.7  | 115  | 0    | 0              | 15          | 17         | 88          | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0   | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 1   | 0.1   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 33  | 4.3   | 32   | 0    | 0              | 3           | 6          | 24          | 0     |
| Type 38b: Miscellaneous  | 10  | 1.3   | 10   | 0    | 0              | 3           | 1          | 6           | 0     |
| TOTAL GROUP G  | 164 | 21.5  | 158  | 0    | 0              | 21          | 24         | 119         | 0     |
| GRAND TOTAL ALL GROUPS   | 762 | 100.0 | 743  | 3    | 1              | 62          | 135        | 564         | 0     |



# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## STEVENS COUNTY

| COLLISION TYPE   | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 6  | 20.0  | 6    | 0    | 0              | 1           | 5          | 0           | 0     |
| Type 4: Curb Shoulder  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A  | 6  | 20.0  | 6    | 0    | 0              | 1           | 5          | 0           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 2  | 6.7   | 2    | 0    | 0              | 1           | 0          | 1           | 0     |
| Type 7b: Cyclist Fails to Yield  | 6  | 20.0  | 6    | 0    | 0              | 1           | 0          | 5           | 0     |
| Type 8b: Cyclist Turning   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 1  | 3.3   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 9  | 30.0  | 9    | 0    | 0              | 2           | 0          | 7           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 5  | 16.7  | 5    | 0    | 0              | 2           | 0          | 3           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 5  | 16.7  | 5    | 0    | 0              | 2           | 0          | 3           | 0     |
| TOTAL GROUP B  | 14 | 46.7  | 14   | 0    | 0              | 4           | 0          | 10          | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 1  | 3.3   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 1  | 3.3   | 1    | 0    | 0              | 0           | 1          | 0           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 2  | 6.7   | 2    | 0    | 0              | 0           | 1          | 0           | 1     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 1  | 3.3   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| COLLISION GROUP G: OTHER   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 5  | 16.7  | 5    | 0    | 0              | 1           | 1          | 3           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 1  | 3.3   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 38b: Miscellaneous  | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G  | 6  | 20.0  | 6    | 0    | 0              | 2           | 1          | 3           | 0     |
| GRAND TOTAL ALL GROUPS   | 30 | 100.0 | 30   | 0    | 0              | 7           | 8          | 14          | 1     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## THURSTON COUNTY

| COLLISION TYPE  | #          | %            | INJ.       | FAT.     | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER    |
|---|------------|--------------|------------|----------|----------------|-------------|------------|-------------|----------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |            |              |            |          |                |             |            |             |          |
| TYPE 1-3: Driveway/Alley  | 53         | 16.3         | 52         | 0        | 0              | 5           | 11         | 36          | 1        |
| Type 4: Curb Shoulder   | 3          | 0.9          | 3          | 0        | 0              | 0           | 3          | 0           | 0        |
| <b>TOTAL GROUP A</b>  | <b>56</b>  | <b>17.2</b>  | <b>55</b>  | <b>0</b> | <b>0</b>       | <b>5</b>    | <b>14</b>  | <b>36</b>   | <b>1</b> |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |            |              |            |          |                |             |            |             |          |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 22         | 6.8          | 22         | 0        | 0              | 0           | 1          | 21          | 0        |
| Type 7b: Cyclist Fails to Yield   | 17         | 5.2          | 17         | 0        | 0              | 1           | 2          | 13          | 1        |
| Type 8b: Cyclist Turning  | 9          | 2.8          | 8          | 0        | 1              | 1           | 3          | 4           | 0        |
| Type Bb: Cyclist Xing or Entering   | 16         | 4.9          | 15         | 0        | 0              | 1           | 4          | 11          | 0        |
| <b>TOTAL GROUP B, TYPE 5b-Bb</b>  | <b>64</b>  | <b>19.7</b>  | <b>62</b>  | <b>0</b> | <b>1</b>       | <b>3</b>    | <b>10</b>  | <b>49</b>   | <b>1</b> |
| Type 5m: Motor Veh. Disregards Sign   | 1          | 0.3          | 1          | 0        | 0              | 0           | 1          | 0           | 0        |
| Type 6m: Motor Veh. Disregards Signal   | 2          | 0.6          | 2          | 0        | 0              | 0           | 0          | 2           | 0        |
| Type 7m: Motor Veh. Fails to Yield  | 40         | 12.3         | 40         | 0        | 2              | 1           | 2          | 35          | 0        |
| Type 8m: Motor Veh. Turning   | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type Bx: Inadequate Information   | 31         | 9.5          | 31         | 0        | 0              | 1           | 5          | 25          | 0        |
| <b>TOTAL GROUP B, TYPE 5m-Bx</b>  | <b>74</b>  | <b>22.8</b>  | <b>74</b>  | <b>0</b> | <b>2</b>       | <b>2</b>    | <b>8</b>   | <b>62</b>   | <b>0</b> |
| <b>TOTAL GROUP B</b>  | <b>138</b> | <b>42.5</b>  | <b>136</b> | <b>0</b> | <b>3</b>       | <b>5</b>    | <b>18</b>  | <b>111</b>  | <b>1</b> |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |            |              |            |          |                |             |            |             |          |
| Type 11: Backing from Driveway  | 3          | 0.9          | 3          | 0        | 0              | 0           | 1          | 2           | 0        |
| <b>TOTAL GROUP C</b>  | <b>3</b>   | <b>0.9</b>   | <b>3</b>   | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>1</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |            |              |            |          |                |             |            |             |          |
| Type 13a: M. Veh./Cycl. Going Straight  | 12         | 3.7          | 11         | 1        | 0              | 0           | 4          | 8           | 0        |
| Type 13/14/16/17: Motor Veh. Passing  | 4          | 1.2          | 4          | 0        | 0              | 0           | 3          | 1           | 0        |
| Type 15: Motorist Following Too Closely                                       | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP D</b>  | <b>16</b>  | <b>4.9</b>   | <b>15</b>  | <b>1</b> | <b>0</b>       | <b>0</b>    | <b>7</b>   | <b>9</b>    | <b>0</b> |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |            |              |            |          |                |             |            |             |          |
| <b>TOTAL GROUP E</b>  | <b>19</b>  | <b>5.8</b>   | <b>19</b>  | <b>0</b> | <b>1</b>       | <b>4</b>    | <b>10</b>  | <b>3</b>    | <b>1</b> |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |            |              |            |          |                |             |            |             |          |
| <b>TOTAL GROUP F</b>  | <b>3</b>   | <b>0.9</b>   | <b>2</b>   | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>2</b>   | <b>1</b>    | <b>0</b> |
| <b>COLLISION GROUP G: OTHER</b>   |            |              |            |          |                |             |            |             |          |
| Type 26: Cyclist Going Wrong Way  | 74         | 22.8         | 72         | 0        | 2              | 1           | 11         | 59          | 1        |
| Type 28: Motorist Going Wrong Way   | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 35: Motorist Driveout from Parking                                       | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 13         | 4.0          | 12         | 0        | 0              | 0           | 4          | 9           | 0        |
| Type 38b: Miscellaneous   | 3          | 0.9          | 3          | 0        | 0              | 0           | 0          | 3           | 0        |
| <b>TOTAL GROUP G</b>  | <b>90</b>  | <b>27.7</b>  | <b>87</b>  | <b>0</b> | <b>2</b>       | <b>1</b>    | <b>15</b>  | <b>71</b>   | <b>1</b> |
| <b>GRAND TOTAL ALL GROUPS</b>   | <b>325</b> | <b>100.0</b> | <b>317</b> | <b>1</b> | <b>6</b>       | <b>15</b>   | <b>67</b>  | <b>233</b>  | <b>4</b> |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## WAHAKIYAKUM COUNTY

| COLLISION TYPE   | # | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|--|---|-------|------|------|----------------|-------------|------------|-------------|-------|
| COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION   |   |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley   | 3 | 75.0  | 2    | 0    | 0              | 1           | 2          | 0           | 0     |
| Type 4: Curb Shoulder  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A  | 3 | 75.0  | 2    | 0    | 0              | 1           | 2          | 0           | 0     |
| COLLISION GROUP B: COLLISIONS @ INTERSECTIONS                          |   |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7b: Cyclist Fails to Yield  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 8b: Cyclist Turning   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bb: Cyclist Xing or Entering                                      | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 5m: Motor Veh. Disregards Sign                                    | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal                                  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield                                     | 1 | 25.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| Type 8m: Motor Veh. Turning  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx  | 1 | 25.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| TOTAL GROUP B  | 1 | 25.0  | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION |   |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP C  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE          |   |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight                                 | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 13/14/16/17: Motor Veh. Passing                                   | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP E: BICYCLIST TURNING/SWERVING                          |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP E  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT                     |   |       |      |      |                |             |            |             |       |
| TOTAL GROUP F  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| COLLISION GROUP G: OTHER   |   |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way                                       | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 28: Motorist Going Wrong Way                                      | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.                                  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP G  | 0 | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| GRAND TOTAL ALL GROUPS   | 4 | 100.0 | 3    | 0    | 0              | 2           | 2          | 0           | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## WALLA WALLA COUNTY

| COLLISION TYPE  | #         | %            | INJ.      | FAT.     | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER    |
|---|-----------|--------------|-----------|----------|----------------|-------------|------------|-------------|----------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |           |              |           |          |                |             |            |             |          |
| TYPE 1-3: Driveway/Alley  | 7         | 7.1          | 6         | 0        | 0              | 0           | 0          | 7           | 0        |
| Type 4: Curb Shoulder   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP A</b>  | <b>7</b>  | <b>7.1</b>   | <b>6</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>7</b>    | <b>0</b> |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |           |              |           |          |                |             |            |             |          |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 12        | 12.2         | 12        | 0        | 0              | 1           | 0          | 11          | 0        |
| Type 7b: Cyclist Fails to Yield   | 9         | 9.2          | 8         | 0        | 0              | 1           | 1          | 7           | 0        |
| Type 8b: Cyclist Turning  | 6         | 6.1          | 5         | 1        | 0              | 0           | 0          | 6           | 0        |
| Type Bb: Cyclist Xing or Entering   | 7         | 7.1          | 7         | 0        | 0              | 1           | 0          | 6           | 0        |
| <b>TOTAL GROUP B, TYPE 5b-Bb</b>  | <b>34</b> | <b>34.7</b>  | <b>32</b> | <b>1</b> | <b>0</b>       | <b>3</b>    | <b>1</b>   | <b>30</b>   | <b>0</b> |
| Type 5m: Motor Veh. Disregards Sign   | 1         | 1.0          | 1         | 0        | 0              | 0           | 0          | 1           | 0        |
| Type 6m: Motor Veh. Disregards Signal   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 7m: Motor Veh. Fails to Yield  | 17        | 17.3         | 16        | 0        | 0              | 0           | 0          | 17          | 0        |
| Type 8m: Motor Veh. Turning   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type Bx: Inadequate Information   | 10        | 10.2         | 10        | 0        | 0              | 1           | 0          | 9           | 0        |
| <b>TOTAL GROUP B, TYPE 5m-Bx</b>  | <b>28</b> | <b>28.6</b>  | <b>27</b> | <b>0</b> | <b>0</b>       | <b>1</b>    | <b>0</b>   | <b>27</b>   | <b>0</b> |
| <b>TOTAL GROUP B</b>  | <b>62</b> | <b>63.3</b>  | <b>59</b> | <b>1</b> | <b>0</b>       | <b>4</b>    | <b>1</b>   | <b>57</b>   | <b>0</b> |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |           |              |           |          |                |             |            |             |          |
| Type 11: Backing from Driveway  | 2         | 2.0          | 2         | 0        | 0              | 0           | 0          | 2           | 0        |
| <b>TOTAL GROUP C</b>  | <b>2</b>  | <b>2.0</b>   | <b>2</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |           |              |           |          |                |             |            |             |          |
| Type 13a: M. Veh./Cycl. Going Straight  | 1         | 1.0          | 1         | 0        | 0              | 0           | 0          | 1           | 0        |
| Type 13/14/16/17: Motor Veh. Passing  | 1         | 1.0          | 1         | 0        | 0              | 0           | 0          | 1           | 0        |
| Type 15: Motorist Following Too Closely                                       | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP D</b>  | <b>2</b>  | <b>2.0</b>   | <b>2</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |           |              |           |          |                |             |            |             |          |
| <b>TOTAL GROUP E</b>  | <b>6</b>  | <b>6.1</b>   | <b>6</b>  | <b>0</b> | <b>0</b>       | <b>2</b>    | <b>1</b>   | <b>3</b>    | <b>0</b> |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |           |              |           |          |                |             |            |             |          |
| <b>TOTAL GROUP F</b>  | <b>2</b>  | <b>2.0</b>   | <b>2</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP G: OTHER</b>   |           |              |           |          |                |             |            |             |          |
| Type 26: Cyclist Going Wrong Way  | 8         | 8.2          | 8         | 0        | 0              | 1           | 0          | 7           | 0        |
| Type 28: Motorist Going Wrong Way   | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 35: Motorist Driveout from Parking                                       | 0         | 0            | 0         | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 7         | 7.1          | 6         | 0        | 0              | 1           | 0          | 6           | 0        |
| Type 38b: Miscellaneous   | 2         | 2.0          | 2         | 0        | 0              | 0           | 0          | 2           | 0        |
| <b>TOTAL GROUP G</b>  | <b>17</b> | <b>17.3</b>  | <b>16</b> | <b>0</b> | <b>0</b>       | <b>2</b>    | <b>0</b>   | <b>15</b>   | <b>0</b> |
| <b>GRAND TOTAL ALL GROUPS</b>   | <b>98</b> | <b>100.0</b> | <b>93</b> | <b>1</b> | <b>0</b>       | <b>8</b>    | <b>2</b>   | <b>88</b>   | <b>0</b> |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## WHATCOM COUNTY

| COLLISION TYPE  | #          | %            | INJ.       | FAT.     | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER    |
|---|------------|--------------|------------|----------|----------------|-------------|------------|-------------|----------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |            |              |            |          |                |             |            |             |          |
| TYPE 1-3: Driveway/Alley  | 50         | 20.1         | 49         | 0        | 1              | 1           | 4          | 43          | 1        |
| Type 4: Curb Shoulder   | 1          | 0.4          | 1          | 0        | 0              | 0           | 0          | 1           | 0        |
| <b>TOTAL GROUP A</b>  | <b>51</b>  | <b>20.5</b>  | <b>50</b>  | <b>0</b> | <b>1</b>       | <b>1</b>    | <b>4</b>   | <b>44</b>   | <b>1</b> |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |            |              |            |          |                |             |            |             |          |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 17         | 6.8          | 16         | 1        | 0              | 1           | 3          | 12          | 1        |
| Type 7b: Cyclist Fails to Yield   | 15         | 6.0          | 15         | 0        | 0              | 0           | 2          | 13          | 0        |
| Type 8b: Cyclist Turning  | 3          | 1.2          | 3          | 0        | 0              | 0           | 0          | 3           | 0        |
| Type Bb: Cyclist Xing or Entering   | 9          | 3.6          | 9          | 0        | 0              | 1           | 2          | 6           | 0        |
| <b>TOTAL GROUP B, TYPE 5b-Bb</b>  | <b>44</b>  | <b>17.7</b>  | <b>43</b>  | <b>1</b> | <b>0</b>       | <b>2</b>    | <b>7</b>   | <b>34</b>   | <b>1</b> |
| Type 5m: Motor Veh. Disregards Sign   | 2          | 0.8          | 2          | 0        | 0              | 0           | 0          | 2           | 0        |
| Type 6m: Motor Veh. Disregards Signal   | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 7m: Motor Veh. Fails to Yield  | 40         | 16.1         | 38         | 0        | 4              | 1           | 0          | 35          | 0        |
| Type 8m: Motor Veh. Turning   | 1          | 0.4          | 1          | 0        | 0              | 0           | 0          | 1           | 0        |
| Type Bx: Inadequate Information   | 27         | 10.8         | 27         | 0        | 2              | 1           | 0          | 24          | 0        |
| <b>TOTAL GROUP B, TYPE 5m-Bx</b>  | <b>70</b>  | <b>28.1</b>  | <b>68</b>  | <b>0</b> | <b>6</b>       | <b>2</b>    | <b>0</b>   | <b>62</b>   | <b>0</b> |
| <b>TOTAL GROUP B</b>  | <b>114</b> | <b>45.8</b>  | <b>111</b> | <b>1</b> | <b>6</b>       | <b>4</b>    | <b>7</b>   | <b>96</b>   | <b>1</b> |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |            |              |            |          |                |             |            |             |          |
| Type 11: Backing from Driveway  | 4          | 1.6          | 4          | 0        | 0              | 0           | 0          | 4           | 0        |
| <b>TOTAL GROUP C</b>  | <b>4</b>   | <b>1.6</b>   | <b>4</b>   | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>4</b>    | <b>0</b> |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |            |              |            |          |                |             |            |             |          |
| Type 13a: M. Veh./Cycl. Going Straight  | 15         | 6.0          | 14         | 0        | 0              | 1           | 10         | 4           | 0        |
| Type 13/14/16/17: Motor Veh. Passing  | 2          | 0.8          | 2          | 0        | 0              | 0           | 2          | 0           | 0        |
| Type 15: Motorist Following Too Closely                                       | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP D</b>  | <b>17</b>  | <b>6.8</b>   | <b>16</b>  | <b>0</b> | <b>0</b>       | <b>1</b>    | <b>12</b>  | <b>4</b>    | <b>0</b> |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |            |              |            |          |                |             |            |             |          |
| <b>TOTAL GROUP E</b>  | <b>14</b>  | <b>5.6</b>   | <b>12</b>  | <b>1</b> | <b>1</b>       | <b>1</b>    | <b>3</b>   | <b>9</b>    | <b>0</b> |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |            |              |            |          |                |             |            |             |          |
| <b>TOTAL GROUP F</b>  | <b>2</b>   | <b>0.8</b>   | <b>2</b>   | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP G: OTHER</b>   |            |              |            |          |                |             |            |             |          |
| Type 26: Cyclist Going Wrong Way  | 25         | 10.0         | 24         | 0        | 0              | 3           | 4          | 18          | 0        |
| Type 28: Motorist Going Wrong Way   | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 35: Motorist Driveout from Parking                                       | 1          | 0.4          | 1          | 0        | 0              | 0           | 0          | 1           | 0        |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 17         | 6.8          | 15         | 0        | 0              | 2           | 1          | 14          | 0        |
| Type 38b: Miscellaneous   | 4          | 1.6          | 4          | 0        | 0              | 0           | 0          | 4           | 0        |
| <b>TOTAL GROUP G</b>  | <b>47</b>  | <b>18.9</b>  | <b>44</b>  | <b>0</b> | <b>0</b>       | <b>5</b>    | <b>5</b>   | <b>37</b>   | <b>0</b> |
| <b>GRAND TOTAL ALL GROUPS</b>   | <b>249</b> | <b>100.0</b> | <b>239</b> | <b>2</b> | <b>8</b>       | <b>12</b>   | <b>31</b>  | <b>196</b>  | <b>2</b> |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## WHITMAN COUNTY

| COLLISION TYPE  | #  | %     | INJ. | FAT. | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER |
|---|----|-------|------|------|----------------|-------------|------------|-------------|-------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |    |       |      |      |                |             |            |             |       |
| TYPE 1-3: Driveway/Alley  | 7  | 13.5  | 7    | 0    | 0              | 1           | 0          | 6           | 0     |
| Type 4: Curb Shoulder   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP A   | 7  | 13.5  | 7    | 0    | 0              | 1           | 0          | 6           | 0     |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |    |       |      |      |                |             |            |             |       |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 5  | 9.6   | 5    | 0    | 0              | 2           | 0          | 3           | 0     |
| Type 7b: Cyclist Fails to Yield   | 2  | 3.8   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| Type 8b: Cyclist Turning  | 1  | 1.9   | 0    | 0    | 0              | 0           | 0          | 1           | 0     |
| Type Bb: Cyclist Xing or Entering   | 2  | 3.8   | 2    | 0    | 0              | 0           | 0          | 2           | 0     |
| TOTAL GROUP B, TYPE 5b-Bb   | 10 | 19.2  | 9    | 0    | 0              | 2           | 0          | 8           | 0     |
| Type 5m: Motor Veh. Disregards Sign   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 6m: Motor Veh. Disregards Signal   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 7m: Motor Veh. Fails to Yield  | 13 | 25.0  | 13   | 0    | 0              | 1           | 0          | 12          | 0     |
| Type 8m: Motor Veh. Turning   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type Bx: Inadequate Information   | 8  | 15.4  | 8    | 0    | 0              | 3           | 0          | 5           | 0     |
| TOTAL GROUP B, TYPE 5m-Bx   | 21 | 40.4  | 21   | 0    | 0              | 4           | 0          | 17          | 0     |
| TOTAL GROUP B   | 31 | 59.6  | 30   | 0    | 0              | 6           | 0          | 25          | 0     |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |    |       |      |      |                |             |            |             |       |
| Type 11: Backing from Driveway  | 1  | 1.9   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP C   | 1  | 1.9   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |    |       |      |      |                |             |            |             |       |
| Type 13a: M. Veh./Cycl. Going Straight  | 3  | 5.8   | 3    | 0    | 0              | 0           | 0          | 3           | 0     |
| Type 13/14/16/17: Motor Veh. Passing  | 2  | 3.8   | 2    | 0    | 0              | 1           | 1          | 0           | 0     |
| Type 15: Motorist Following Too Closely                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| TOTAL GROUP D   | 5  | 9.6   | 5    | 0    | 0              | 1           | 1          | 3           | 0     |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP E   | 1  | 1.9   | 1    | 0    | 0              | 1           | 0          | 0           | 0     |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |    |       |      |      |                |             |            |             |       |
| TOTAL GROUP F   | 1  | 1.9   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| <b>COLLISION GROUP G: OTHER</b>   |    |       |      |      |                |             |            |             |       |
| Type 26: Cyclist Going Wrong Way  | 5  | 9.6   | 5    | 0    | 0              | 3           | 0          | 2           | 0     |
| Type 28: Motorist Going Wrong Way   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 35: Motorist Driveout from Parking                                       | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 0  | 0     | 0    | 0    | 0              | 0           | 0          | 0           | 0     |
| Type 38b: Miscellaneous   | 1  | 1.9   | 1    | 0    | 0              | 0           | 0          | 1           | 0     |
| TOTAL GROUP G   | 6  | 11.5  | 6    | 0    | 0              | 3           | 0          | 3           | 0     |
| GRAND TOTAL ALL GROUPS  | 52 | 100.0 | 51   | 0    | 0              | 12          | 1          | 39          | 0     |

# WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

## YAKIMA COUNTY

| COLLISION TYPE  | #          | %            | INJ.       | FAT.     | INTER<br>STATE | HIGH<br>WAY | CO.<br>RD. | CITY<br>RD. | OTHER    |
|---|------------|--------------|------------|----------|----------------|-------------|------------|-------------|----------|
| <b>COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION</b>   |            |              |            |          |                |             |            |             |          |
| TYPE 1-3: Driveway/Alley  | 36         | 16.0         | 35         | 0        | 0              | 0           | 10         | 26          | 0        |
| Type 4: Curb Shoulder   | 4          | 1.8          | 4          | 0        | 0              | 0           | 1          | 3           | 0        |
| <b>TOTAL GROUP A</b>  | <b>40</b>  | <b>17.8</b>  | <b>39</b>  | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>11</b>  | <b>29</b>   | <b>0</b> |
| <b>COLLISION GROUP B: COLLISIONS @ INTERSECTIONS</b>                          |            |              |            |          |                |             |            |             |          |
| Type 5b/6b: Cycl. Disregard Sign/Signal                                       | 12         | 5.3          | 12         | 0        | 0              | 0           | 2          | 10          | 0        |
| Type 7b: Cyclist Fails to Yield   | 16         | 7.1          | 16         | 0        | 0              | 1           | 3          | 12          | 0        |
| Type 8b: Cyclist Turning  | 11         | 4.9          | 10         | 1        | 1              | 0           | 2          | 8           | 0        |
| Type Bb: Cyclist Xing or Entering   | 10         | 4.4          | 9          | 0        | 0              | 0           | 1          | 9           | 0        |
| <b>TOTAL GROUP B, TYPE 5b-Bb</b>  | <b>49</b>  | <b>21.8</b>  | <b>47</b>  | <b>1</b> | <b>1</b>       | <b>1</b>    | <b>8</b>   | <b>39</b>   | <b>0</b> |
| Type 5m: Motor Veh. Disregards Sign   | 1          | 0.4          | 1          | 0        | 0              | 0           | 0          | 1           | 0        |
| Type 6m: Motor Veh. Disregards Signal   | 2          | 0.9          | 2          | 0        | 0              | 0           | 0          | 2           | 0        |
| Type 7m: Motor Veh. Fails to Yield  | 27         | 12.0         | 26         | 0        | 0              | 2           | 2          | 23          | 0        |
| Type 8m: Motor Veh. Turning   | 3          | 1.3          | 3          | 0        | 0              | 0           | 1          | 2           | 0        |
| Type Bx: Inadequate Information   | 21         | 9.3          | 21         | 0        | 0              | 0           | 3          | 18          | 0        |
| <b>TOTAL GROUP B, TYPE 5m-Bx</b>  | <b>54</b>  | <b>24.0</b>  | <b>53</b>  | <b>0</b> | <b>0</b>       | <b>2</b>    | <b>6</b>   | <b>46</b>   | <b>0</b> |
| <b>TOTAL GROUP B</b>  | <b>103</b> | <b>45.8</b>  | <b>100</b> | <b>1</b> | <b>1</b>       | <b>3</b>    | <b>14</b>  | <b>85</b>   | <b>0</b> |
| <b>COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION</b> |            |              |            |          |                |             |            |             |          |
| Type 11: Backing from Driveway  | 3          | 1.3          | 3          | 0        | 0              | 0           | 1          | 2           | 0        |
| <b>TOTAL GROUP C</b>  | <b>3</b>   | <b>1.3</b>   | <b>3</b>   | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>1</b>   | <b>2</b>    | <b>0</b> |
| <b>COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE</b>          |            |              |            |          |                |             |            |             |          |
| Type 13a: M. Veh./Cycl. Going Straight  | 16         | 7.1          | 15         | 1        | 0              | 2           | 8          | 6           | 0        |
| Type 13/14/16/17: Motor Veh. Passing  | 1          | 0.4          | 0          | 1        | 0              | 0           | 1          | 0           | 0        |
| Type 15: Motorist Following Too Closely                                       | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| <b>TOTAL GROUP D</b>  | <b>17</b>  | <b>7.6</b>   | <b>15</b>  | <b>2</b> | <b>0</b>       | <b>2</b>    | <b>9</b>   | <b>6</b>    | <b>0</b> |
| <b>COLLISION GROUP E: BICYCLIST TURNING/SWERVING</b>                          |            |              |            |          |                |             |            |             |          |
| <b>TOTAL GROUP E</b>  | <b>13</b>  | <b>5.8</b>   | <b>11</b>  | <b>2</b> | <b>2</b>       | <b>3</b>    | <b>3</b>   | <b>5</b>    | <b>0</b> |
| <b>COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT</b>                     |            |              |            |          |                |             |            |             |          |
| <b>TOTAL GROUP F</b>  | <b>0</b>   | <b>0</b>     | <b>0</b>   | <b>0</b> | <b>0</b>       | <b>0</b>    | <b>0</b>   | <b>0</b>    | <b>0</b> |
| <b>COLLISION GROUP G: OTHER</b>   |            |              |            |          |                |             |            |             |          |
| Type 26: Cyclist Going Wrong Way  | 37         | 16.4         | 37         | 0        | 0              | 1           | 2          | 34          | 0        |
| Type 28: Motorist Going Wrong Way   | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 35: Motorist Driveout from Parking                                       | 0          | 0            | 0          | 0        | 0              | 0           | 0          | 0           | 0        |
| Type 36: Cycl. Strikes Slow/Stop Veh.   | 11         | 4.9          | 10         | 0        | 0              | 1           | 1          | 9           | 0        |
| Type 38b: Miscellaneous   | 1          | 0.4          | 1          | 0        | 0              | 0           | 0          | 1           | 0        |
| <b>TOTAL GROUP G</b>  | <b>49</b>  | <b>21.8</b>  | <b>48</b>  | <b>0</b> | <b>0</b>       | <b>2</b>    | <b>3</b>   | <b>44</b>   | <b>0</b> |
| <b>GRAND TOTAL ALL GROUPS</b>   | <b>225</b> | <b>100.0</b> | <b>216</b> | <b>5</b> | <b>3</b>       | <b>10</b>   | <b>41</b>  | <b>171</b>  | <b>0</b> |

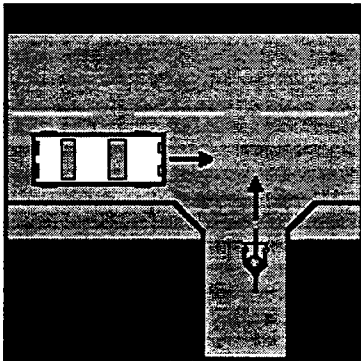
# **APPENDIX A**



## APPENDIX A

### Modified Cross-Fisher Classification of Bicycle/Motor Vehicle Collisions Used by the Washington State Department of Transportation

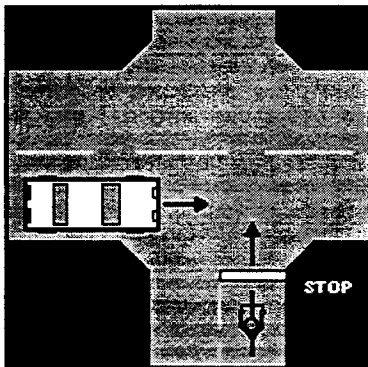
**Class A:** *Bicycle ride-out from driveway, alley and other midblock locations.*



Type 1 - 3: Rideout from driveway or alley

**Class A**

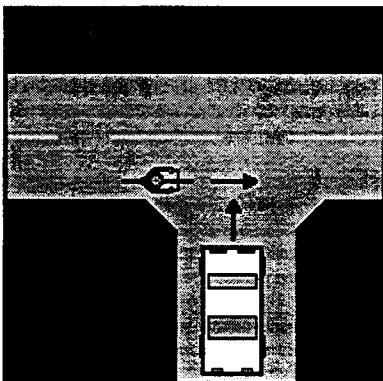
**Class B:** *Collisions at controlled intersection*



Type 5b/6b: Bicyclist disregards sign or signal  
Type 7b: Bicyclist fails to yeild  
Type 8b: Bicyclist turning  
Type Bb: Bicyclist crossing or entering  
Type 5m: Motorist disregards sign  
Type 6m: Motorist disregards signal  
Type 7m: Motorist fails to yield  
Type 8m: Motorist turning  
Type Bx: Inadequate information

**Class B**

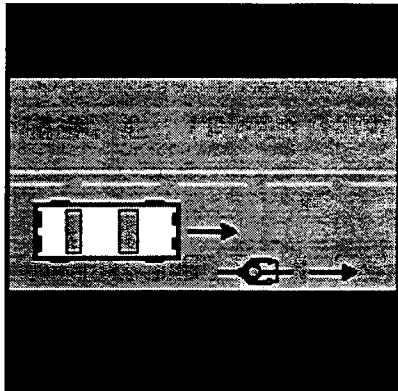
**Class C:** *Collisions at Driveways and Alleys*



Class C: Backing from driveway

**Class C**

**Class D: *Motorist overtaking***



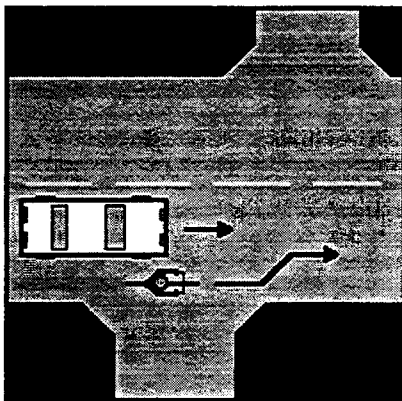
Type 13a: Motorist/cyclist going straight

Type 14/16/17: Motorist passing cyclist

Type 15: Motorist following too closely

**Class D**

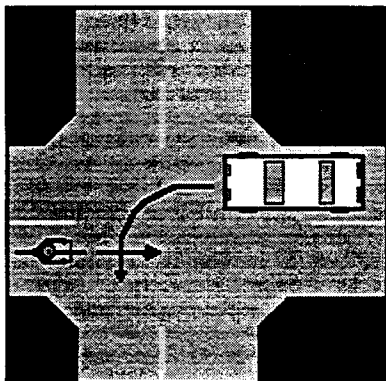
**Class E: *Bicyclist unexpected turn/swerve***



Class E: Bicyclist turning or swerving

**Class E**

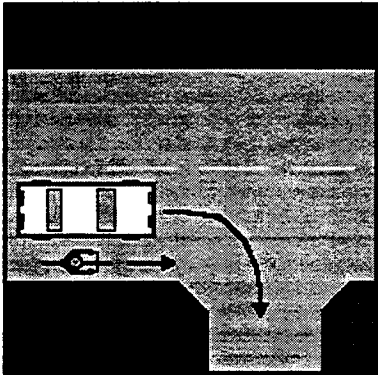
**Class F: *Motorist turning, cyclist not***



Class F: Motorist turning, cyclist not

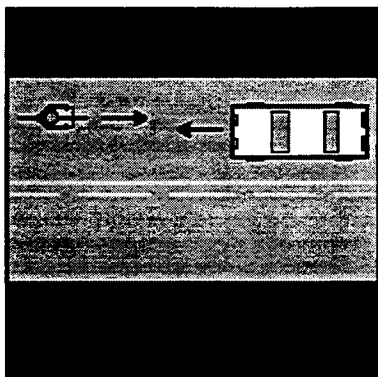
**Class F**

**Class F: *Motorist unexpected turn (continued)***



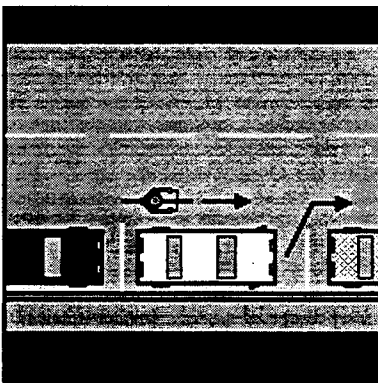
**Class F**

**Class G: *Other***



- Type 26: Vehicle collide head-on, wrong way bicyclist
- Type 35: Motorist drive out from on-street parking
- Type 36: Cyclist strikes slowed or stopped vehicle
- Type 38b: Miscellaneous

**Class G-26**



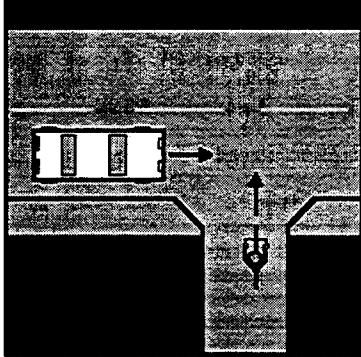
**Class G-35**

## **APPENDIX B**

## APPENDIX B

### Cross-Fisher Classification of Bicycle/Motor Vehicle Collisions

**Class A:** *Bicycle ride-out from driveway, alley and other midblock locations.*



Type 1: Residential driveway ride-out

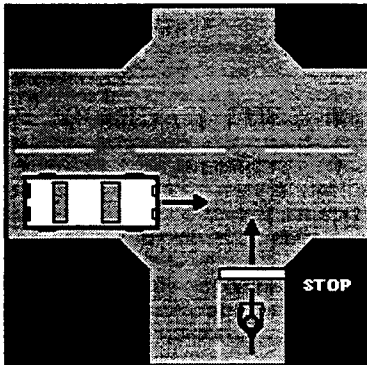
Type 2: Commercial driveway ride-out

Type 3: Parallel direction driveway ride-out

Type 4: Ride-out over shoulder or curb

**Class A-1**

**Class B:** *Bicycle ride-out at controlled intersection*



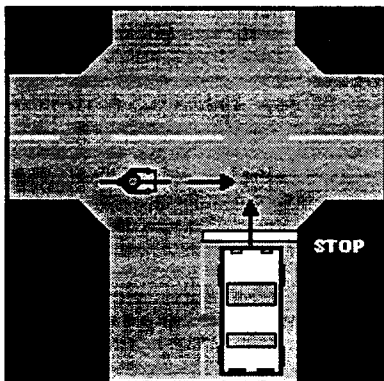
Type 5: Stop sign or yield sign

Type 6: Signal phase change; cyclist caught in intersection

Type 7: Ride-out at signal; multiple threat

**Class B-5**

**Class C:** *Motorist turn/merge/drive through/driveout*



Type 8: Motorist driveout from commercial driveway/alley

Type 9: Motorist failure to yield at stop or yield sign

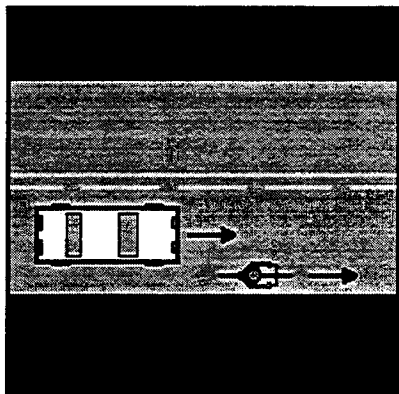
Type 10: Motorist failure to yield at signal

Type 11: Motorist backing from driveway

Type 12: Motorist did not slow for sign or signal

**Class C-9**

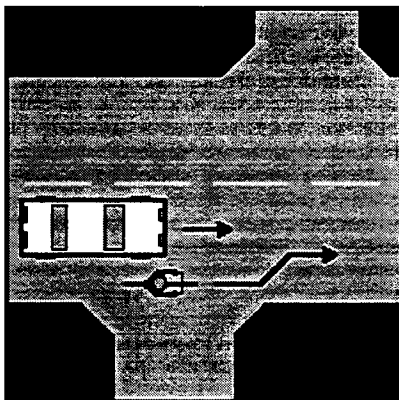
### **Class D: *Motorist overtaking***



- Type 13: Motorist overtaking/cyclist not seen
- Type 14: Motorist overtaking/out of control
- Type 15: Motorist overtaking/counteractive evasive action
- Type 16: Motorist overtaking/misjudged space required to pass
- Type 17: Motorist overtaking/cyclist's path obstructed type unknown

#### **Class D**

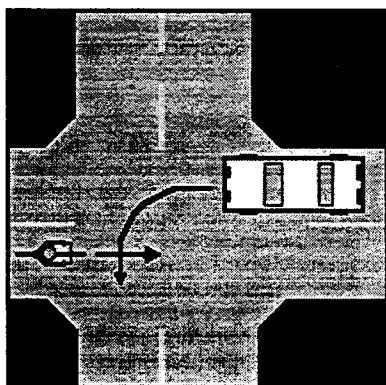
### **Class E: *Bicyclist unexpected turn/swerve***



- Type 18: Bicyclist unexpected left turn; parallel paths; same directions
- Type 19: Bicyclist unexpected left turn; parallel paths; opposite directions
- Type 20: Bicyclist unexpected swerve left; parallel paths; same direction
- Type 21: Bicyclist unexpected swerve left; parallel paths

#### **Class E-20**

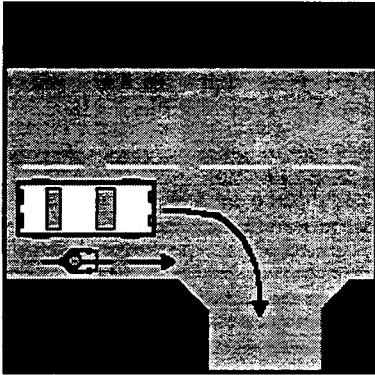
### **Class F: *Motorist unexpected turn***



- Type 22: Motorist unexpected left turn; parallel paths; same direction
- Type 23: Motorist unexpected left turn; parallel paths opposite direction
- Type 24: Motorist unexpected right turn; parallel paths

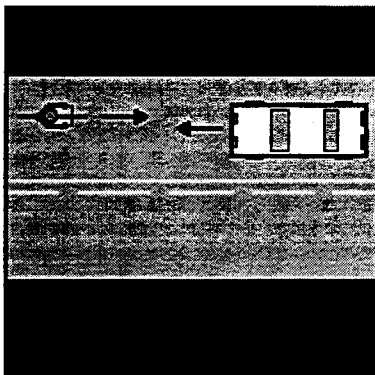
#### **Class F-23**

**Class F: Motorist unexpected turn (continued)**



**Class F-24**

**Class G: Other**



Type 25: Vehicles collide at uncontrolled intersection; orthogonal paths

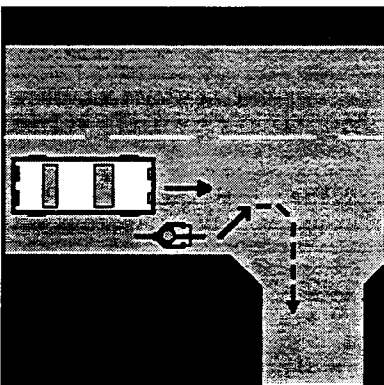
Type 26: Vehicle collide head-on, wrong way bicyclist

Type 27: Bicyclist overtaking

Type 28: Head-on; wrong way motorist

Type 29: Parking lot

**Class G-26**



Type 30: Head-on; counteractive evasive action

Type 31: Bicyclist cuts corner when turning left

Type 32: Bicyclist swings wide when turning right

Type 33: Motorist cuts corner when turning left

Type 34: Motorist swings wide when turning right

Type 35: Motorist drive out from on-street parking

Type 36: Unclear

**Class G-32**

# **APPENDIX C**





1993

## **Traffic Collisions in Washington State**

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Data  
Summary and  
Highway  
Safety  
Problem  
Analysis

**July 1994**

**WASHINGTON TRAFFIC  
SAFETY COMMISSION**

1000 South Cherry Street  
P.O. Box 40944  
Olympia, WA 948504-0944

## Vehicle-pedestrian collisions in Washington counties

King County had the highest pedestrian collision rate with 4.93 collisions per 10,000 population, followed by Grays Harbor and Chelan Counties with 3.91 and 3.57 respectively. King County also had the highest rate of fatalities and injuries with 5.18 killed or injured per 10,000 population. This was followed by Grays Harbor and Pierce Counties with 4.06 and 3.68 per 10,000 population respectively. There were seven counties with no reported car-pedestrian collisions, and twenty counties that had no pedestrians killed (Table 6-7).

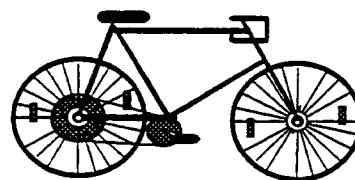
Table 6-7: Pedestrians killed or injured in traffic collisions  
By county - 1993

| county             | population | killed | injured | rate* | collisions | rate* |
|--------------------|------------|--------|---------|-------|------------|-------|
| Over 1,000,000     |            |        |         |       |            |       |
| King               | 1,587,700  | 18     | 847     | 5.45  | 782        | 4.93  |
| 250,000 to 750,000 |            |        |         |       |            |       |
| Pierce             | 640,700    | 11     | 237     | 3.87  | 224        | 3.50  |
| Snohomish          | 507,900    | 11     | 154     | 3.25  | 150        | 2.95  |
| Spokane            | 383,600    | 6      | 130     | 3.55  | 129        | 3.36  |
| Clark              | 269,500    | 9      | 57      | 2.45  | 59         | 2.19  |
| 100,000 to 250,000 |            |        |         |       |            |       |
| Kitsap             | 210,000    | 2      | 55      | 2.71  | 51         | 2.43  |
| Yakima             | 197,000    | 4      | 56      | 3.05  | 49         | 2.49  |
| Thurston           | 180,500    | 3      | 47      | 2.77  | 46         | 2.55  |
| Whatcom            | 140,900    | 2      | 20      | 1.56  | 20         | 1.42  |
| Benton             | 122,800    | 1      | 18      | 1.55  | 18         | 1.47  |
| 50,000 to 100,000  |            |        |         |       |            |       |
| Skagit             | 88,100     | 0      | 15      | 1.70  | 12         | 1.36  |
| Cowlitz            | 86,100     | 1      | 26      | 3.14  | 22         | 2.56  |
| Grays Harbor       | 66,500     | 2      | 26      | 4.21  | 26         | 3.91  |
| Island             | 66,500     | 0      | 9       | 1.35  | 7          | 1.05  |
| Lewis              | 62,900     | 0      | 12      | 1.91  | 10         | 1.59  |
| Clallam            | 61,400     | 2      | 12      | 2.28  | 14         | 2.28  |
| Grant              | 60,300     | 1      | 9       | 1.66  | 8          | 1.33  |
| Chelan             | 56,000     | 0      | 20      | 3.57  | 20         | 3.57  |
| Walla Walla        | 51,800     | 0      | 10      | 1.93  | 9          | 1.74  |
| 25,000 to 50,000   |            |        |         |       |            |       |
| Mason              | 42,900     | 0      | 8       | 1.86  | 8          | 1.86  |
| Franklin           | 41,100     | 0      | 8       | 1.95  | 8          | 1.95  |
| Whitman            | 39,400     | 0      | 6       | 1.52  | 5          | 1.27  |
| Okanogan           | 35,400     | 2      | 6       | 2.26  | 5          | 1.41  |
| Stevens            | 33,400     | 1      | 2       | 0.90  | 3          | 0.90  |
| Kittitas           | 29,200     | 2      | 4       | 2.05  | 4          | 1.37  |
| Douglas            | 28,500     | 1      | 2       | 1.05  | 3          | 1.05  |
| 10,000 to 25,000   |            |        |         |       |            |       |
| Jefferson          | 23,500     | 0      | 3       | 1.28  | 3          | 1.28  |
| Pacific            | 19,800     | 0      | 4       | 2.02  | 4          | 2.02  |
| Asotin             | 18,300     | 0      | 3       | 1.64  | 3          | 1.64  |
| Klickitat          | 17,500     | 0      | 0       | 0.00  | 0          | 0.00  |
| Adams              | 14,300     | 1      | 3       | 2.80  | 3          | 2.10  |
| San Juan           | 11,900     | 0      | 2       | 1.68  | 2          | 1.68  |
| Pend Oreille       | 10,100     | 0      | 2       | 1.98  | 2          | 1.98  |
| Under 10,000       |            |        |         |       |            |       |
| Lincoln            | 9,200      | 0      | 0       | 0.00  | 0          | 0.00  |
| Skamania           | 9,000      | 0      | 0       | 0.00  | 0          | 0.00  |
| Ferry              | 6,900      | 0      | 0       | 0.00  | 0          | 0.00  |
| Columbia           | 4,100      | 0      | 0       | 0.00  | 0          | 0.00  |
| Wahkiakum          | 3,500      | 0      | 0       | 0.00  | 0          | 0.00  |
| Garfield           | 2,300      | 0      | 0       | 0.00  | 0          | 0.00  |
| Total              | 5,240,500  | 80     | 1,813   | 3.61  | 1,709      | 3.26  |

Source: WSP, OFM

\*Killed/injured and car-pedestrian collisions per 10,000 population

## VII. Pedalcyclists



Vehicle-pedalcycle collisions and injuries in 1993 decreased 0.3% from the previous 4-year average. There were 8 pedalcyclists killed, a decrease of 11.1% from the previous four-year average. The number of pedalcyclists injured increased 5.8% in urban areas and decreased 16.0% in rural areas from the previous 4-year averages. There were 1,438 vehicle-pedalcycle collisions, down 204 from 1992, which recorded a 10-year high of 1,642 (Table 7-1, Figure 7-1).

**Table 7-1: Pedalcyclists killed & injured in traffic collisions**  
Five-year comparison

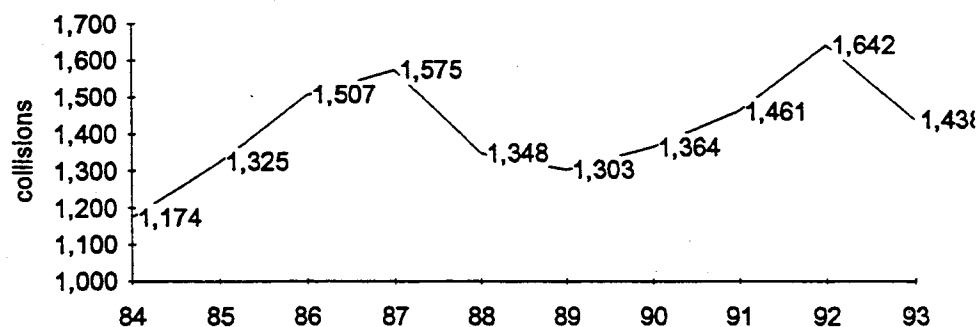
|                             | 1993  | 1992  | 1991  | 1990  | 1989  | prev<br>4-yr avg | '93 vs<br>prev<br>4-yr avg |
|-----------------------------|-------|-------|-------|-------|-------|------------------|----------------------------|
| Total pedalcycle collisions | 1,438 | 1,642 | 1,461 | 1,364 | 1,303 | 1,443            | -0.3%                      |
| Pedalcyclists killed        | 8     | 9     | 5     | 14    | 8     | 9                | -11.1%                     |
| Pedalcyclists injured       | 1,430 | 1,622 | 1,463 | 1,349 | 1,302 | 1,434            | -0.3%                      |
| Serious injuries            | 202   | 224   | 226   | 221   | 238   | 227              | -11.1%                     |
| Evident injuries            | 889   | 1,052 | 909   | 813   | 819   | 898              | -1.0%                      |
| Possible injuries           | 339   | 346   | 328   | 315   | 245   | 309              | 9.9%                       |
| Urban* injured              | 1,095 | 1,208 | 1,045 | 978   | 910   | 1,035            | 5.8%                       |
| Urban killed                | 4     | 4     | 1     | 4     | 2     | 3                | 45.5%                      |
| Rural injured               | 335   | 414   | 418   | 371   | 392   | 399              | -16.0%                     |
| Rural killed                | 4     | 5     | 4     | 10    | 6     | 6                | -36.0%                     |

\* Cities with population of 2,500 and greater

Source: WSP

**Figure 7-1:**

**Vehicle-pedalcyclist collisions\***  
Ten-year comparison



\* Only includes collisions where vehicle-pedalcycle collision was first occurrence.

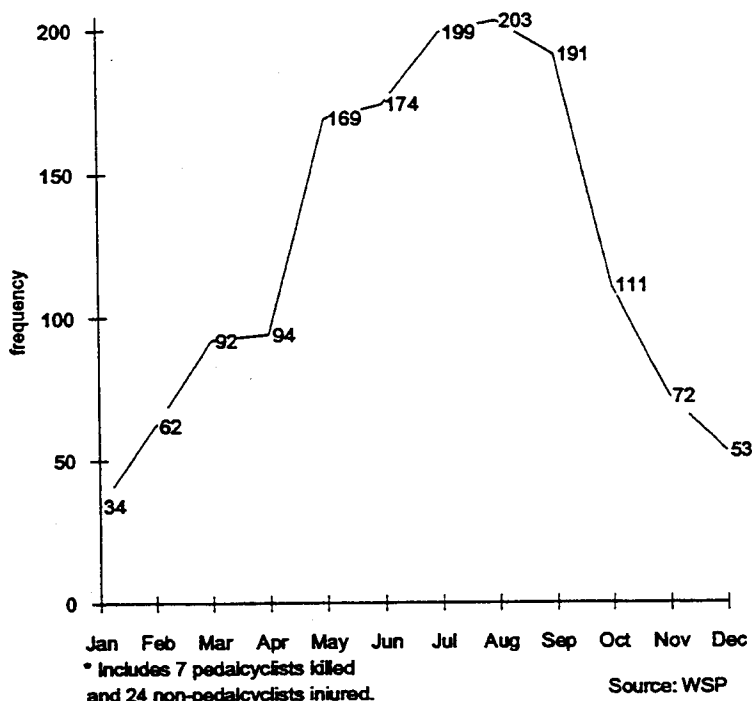
Source: WSP

## VII / Pedalcyclists

The months of May through September recorded the highest numbers of persons killed and injured in pedalcycle-related collisions during 1993. January recorded the least number of pedalcycle injuries with 34, and August recorded the most with 203 (Figure 7-2).

Figure 7-2:

Persons injured in vehicle-pedalcycle collisions\*  
By month - 1993



### Ages of pedalcyclists injured

In 1993, 419 pedalcyclists between the ages of 10 to 14 were killed or injured; this was the highest frequency for any age group. There were five age groups which experienced reductions in pedalcycle-related collision involvement when compared to previous 4-year averages (Table 7-2).

Table 7-2: Pedalcyclists injured or killed in motor vehicle collisions  
Five-year comparison by age group

| age                 | 1993  | 1992  | 1991  | 1990  | 1989  | 93 vs            |                  |
|---------------------|-------|-------|-------|-------|-------|------------------|------------------|
|                     |       |       |       |       |       | prev<br>4-yr avg | prev<br>4-yr avg |
| 0-4                 | 41    | 40    | 32    | 16    | 14    | 26               | 60.8%            |
| 5-9                 | 209   | 230   | 232   | 191   | 233   | 222              | -5.6%            |
| 10-14               | 419   | 408   | 386   | 381   | 358   | 383              | 9.5%             |
| 15-19               | 181   | 228   | 181   | 194   | 216   | 205              | -21.4%           |
| 20-24               | 184   | 195   | 207   | 163   | 130   | 174              | -5.6%            |
| 25-34               | 248   | 267   | 217   | 213   | 188   | 221              | 12.3%            |
| 35-44               | 94    | 134   | 97    | 96    | 89    | 99               | -5.1%            |
| 45-54               | 44    | 56    | 34    | 35    | 31    | 39               | 12.8%            |
| 55-64               | 22    | 13    | 20    | 18    | 14    | 16               | 35.4%            |
| 65-74               | 5     | 9     | 17    | 9     | 7     | 11               | -52.4%           |
| 75 & older          | 5     | 6     | 5     | 5     | 3     | 5                | 5.3%             |
| Not stated          | 28    | 45    | 40    | 42    | 51    | 45               | -41.6%           |
| Total (inc. killed) | 1,438 | 1,631 | 1,468 | 1,363 | 1,310 | 1,443            | -0.3%            |
| Total killed        | 8     | 9     | 5     | 14    | 8     | 9                | -11.1%           |

Source: WSP

## Pedalcycle collisions in cities

The city of Kelso recorded the highest pedalcycle collision rate in the state during 1993 with 11.81 collisions per 10,000 population. Ellensburg was second highest in this category with 10.18, followed by Marysville with 7.55 and Tukwila 7.50 (Table 7-3).

**Table 7-3: Pedalcycle collisions in cities**  
Cities 10,000 population & greater - 1993

| city               | population       | killed   | death/<br>injured | inj rate*   | collision<br>rate* |
|--------------------|------------------|----------|-------------------|-------------|--------------------|
| 250,000 and over   |                  |          |                   |             |                    |
| Seattle            | 527,700          | 2        | 280               | 5.31        | 280                |
| 100,000 to 250,000 |                  |          |                   |             |                    |
| Spokane            | 183,800          | 0        | 100               | 5.44        | 100                |
| Tacoma             | 181,200          | 0        | 74                | 4.08        | 73                 |
| 50,000 to 100,000  |                  |          |                   |             |                    |
| Bellevue           | 89,710           | 0        | 40                | 4.46        | 41                 |
| Everett            | 76,960           | 0        | 32                | 4.16        | 32                 |
| Federal Way        | 75,320           | 0        | 23                | 3.05        | 21                 |
| Yakima             | 59,580           | 0        | 34                | 5.71        | 35                 |
| Bellingham         | 55,480           | 0        | 25                | 4.51        | 26                 |
| Vancouver          | 55,450           | 0        | 24                | 4.33        | 24                 |
| 25,000 to 50,000   |                  |          |                   |             |                    |
| Kennewick          | 45,110           | 0        | 9                 | 2.00        | 7                  |
| Renton             | 43,470           | 0        | 12                | 2.76        | 12                 |
| Kirkland           | 41,700           | 0        | 16                | 3.84        | 16                 |
| Kent               | 41,080           | 0        | 20                | 4.87        | 21                 |
| Redmond            | 40,085           | 0        | 18                | 4.49        | 18                 |
| Olympia            | 36,520           | 0        | 25                | 6.85        | 24                 |
| Bremerton          | 36,380           | 0        | 12                | 3.30        | 12                 |
| Auburn             | 34,550           | 0        | 17                | 4.92        | 18                 |
| Richland           | 34,080           | 0        | 11                | 3.23        | 9                  |
| Longview           | 32,650           | 0        | 23                | 7.04        | 21                 |
| Edmonds            | 30,970           | 0        | 3                 | 0.97        | 4                  |
| Lynnwood           | 29,580           | 0        | 18                | 6.09        | 18                 |
| Walla Walla        | 28,820           | 0        | 7                 | 2.43        | 7                  |
| Burien             | 27,800           | 0        | 9                 | 3.24        | 9                  |
| Puyallup           | 26,140           | 0        | 16                | 6.12        | 16                 |
| 15,000 to 25,000   |                  |          |                   |             |                    |
| Bothell            | 24,530           | 0        | 7                 | 2.85        | 6                  |
| Pullman            | 23,480           | 0        | 10                | 4.26        | 9                  |
| Wenatchee          | 23,000           | 0        | 12                | 5.22        | 12                 |
| Sea Tac            | 22,840           | 0        | 6                 | 2.63        | 7                  |
| Lacey              | 22,680           | 0        | 9                 | 3.97        | 9                  |
| Pasco              | 21,370           | 0        | 9                 | 4.21        | 9                  |
| Mercer Island      | 21,280           | 0        | 6                 | 2.82        | 5                  |
| Mount Vernon       | 20,450           | 0        | 1                 | 0.49        | 2                  |
| Mountlake Terrace  | 19,880           | 0        | 4                 | 2.01        | 4                  |
| Des Moines         | 19,480           | 0        | 3                 | 1.54        | 3                  |
| Oak Harbor         | 18,930           | 0        | 8                 | 4.23        | 8                  |
| Port Angeles       | 18,270           | 0        | 8                 | 4.38        | 8                  |
| Bainbridge Island  | 17,200           | 0        | 2                 | 1.16        | 2                  |
| Aberdeen           | 16,665           | 0        | 4                 | 2.40        | 4                  |
| 10,000 to 15,000   |                  |          |                   |             |                    |
| Tukwila            | 14,680           | 0        | 11                | 7.50        | 11                 |
| Marysville         | 14,570           | 0        | 11                | 7.55        | 11                 |
| Mukilteo           | 14,035           | 0        | 5                 | 3.56        | 5                  |
| Ellensburg         | 12,770           | 0        | 13                | 10.18       | 13                 |
| Centralia          | 12,380           | 0        | 9                 | 7.27        | 9                  |
| Anacortes          | 12,260           | 0        | 2                 | 1.63        | 2                  |
| Kelso              | 11,850           | 1        | 14                | 11.81       | 14                 |
| Moses Lake         | 11,700           | 0        | 5                 | 4.27        | 6                  |
| Sunnyside          | 11,420           | 0        | 2                 | 1.75        | 2                  |
| Turnwater          | 11,110           | 0        | 5                 | 4.50        | 5                  |
| <b>TOTAL</b>       | <b>2,250,925</b> | <b>3</b> | <b>1,009</b>      | <b>4.48</b> | <b>1,005</b>       |

\* Injuries/collisions per 10,000 population

Source: WSP, OFM

## Pedalcycle collisions in unincorporated areas

The unincorporated area of Columbia County experienced the highest collision rate for unincorporated areas in Washington State with 7.22 collisions per 10,000 population in 1993. This was followed by Snohomish County with 5.31 and Chelan with 3.08 collisions per 10,000 population. Twelve counties experienced no pedalcycle collisions in their unincorporated areas during 1993 (Table 7-4).

Table 7-4: Pedalcycle collisions in unincorporated areas  
By county - 1993

| county                   | unincorp.<br>population | killed<br>killed | & injured<br>injured | fatal/inj<br>rate* | collisions | collision<br>rate* |
|--------------------------|-------------------------|------------------|----------------------|--------------------|------------|--------------------|
| <b>Over 100,000</b>      |                         |                  |                      |                    |            |                    |
| King                     | 513,257                 | 0                | 69                   | 1.34               | 69         | 1.34               |
| Pierce                   | 339,679                 | 1                | 63                   | 1.85               | 61         | 1.80               |
| Snohomish                | 259,796                 | 2                | 134                  | 5.16               | 138        | 5.31               |
| Clark                    | 173,844                 | 0                | 39                   | 2.24               | 37         | 2.13               |
| Spokane                  | 165,443                 | 0                | 15                   | 0.91               | 16         | 0.97               |
| Kitap                    | 138,676                 | 0                | 25                   | 1.80               | 24         | 1.73               |
| <b>25,000 to 100,000</b> |                         |                  |                      |                    |            |                    |
| Thurston                 | 94,096                  | 0                | 13                   | 1.38               | 13         | 1.38               |
| Yakima                   | 86,214                  | 0                | 8                    | 0.91               | 8          | 0.91               |
| Whatcom                  | 59,187                  | 0                | 7                    | 1.18               | 6          | 1.01               |
| Island                   | 40,797                  | 0                | 6                    | 1.47               | 5          | 1.23               |
| Skagit                   | 37,841                  | 0                | 6                    | 1.59               | 6          | 1.59               |
| Lewis                    | 35,829                  | 0                | 6                    | 1.67               | 4          | 1.12               |
| Cowlitz                  | 33,170                  | 0                | 1                    | 0.30               | 1          | 0.30               |
| Clallam                  | 32,039                  | 0                | 1                    | 0.31               | 1          | 0.31               |
| Mason                    | 31,100                  | 0                | 6                    | 1.93               | 6          | 1.93               |
| Benton                   | 27,849                  | 0                | 0                    | 0.00               | 0          | 0.00               |
| Grant                    | 26,406                  | 0                | 6                    | 2.27               | 5          | 1.89               |
| Greys Harbor             | 25,000                  | 0                | 1                    | 0.40               | 1          | 0.40               |
| <b>10,000 to 25,000</b>  |                         |                  |                      |                    |            |                    |
| Chelan                   | 22,780                  | 1                | 7                    | 3.08               | 7          | 3.08               |
| Stevens                  | 22,644                  | 0                | 4                    | 1.77               | 4          | 1.77               |
| Douglas                  | 19,958                  | 0                | 0                    | 0.00               | 0          | 0.00               |
| Okanogan                 | 19,294                  | 0                | 2                    | 1.04               | 2          | 1.04               |
| Franklin                 | 14,712                  | 0                | 1                    | 0.68               | 1          | 0.68               |
| Walla Walla              | 14,384                  | 0                | 0                    | 0.00               | 0          | 0.00               |
| Jefferson                | 13,405                  | 0                | 2                    | 1.49               | 2          | 1.49               |
| Pacific                  | 12,356                  | 0                | 3                    | 2.43               | 3          | 2.43               |
| Klickitat                | 10,786                  | 0                | 0                    | 0.00               | 0          | 0.00               |
| Kittitas                 | 10,418                  | 0                | 0                    | 0.00               | 0          | 0.00               |
| Asotin                   | 9,871                   | 0                | 2                    | 2.03               | 2          | 2.03               |
| <b>Under 10,000</b>      |                         |                  |                      |                    |            |                    |
| San Juan                 | 8,543                   | 0                | 0                    | 0.00               | 0          | 0.00               |
| Skamania                 | 6,711                   | 0                | 0                    | 0.00               | 0          | 0.00               |
| Whitman                  | 6,629                   | 0                | 0                    | 0.00               | 0          | 0.00               |
| Adams                    | 6,466                   | 0                | 0                    | 0.00               | 0          | 0.00               |
| Pend Oreille             | 6,114                   | 0                | 1                    | 1.64               | 1          | 1.64               |
| Ferry                    | 5,355                   | 0                | 1                    | 1.87               | 1          | 1.87               |
| Lincoln                  | 3,669                   | 0                | 0                    | 0.00               | 0          | 0.00               |
| Wahkiakum                | 2,819                   | 0                | 0                    | 0.00               | 0          | 0.00               |
| Columbia                 | 1,386                   | 0                | 1                    | 7.22               | 1          | 7.22               |
| Garfield                 | 855                     | 0                | 0                    | 0.00               | 0          | 0.00               |
| <b>Total</b>             | <b>2,341,360</b>        | <b>4</b>         | <b>430</b>           | <b>1.84</b>        | <b>425</b> | <b>1.82</b>        |

Source: WSP, OFM

\*Rates are frequency per 10,000 population

## Pedalcycle collisions by county

In 1993, Cowlitz County experienced the highest pedalcycle collision rate with 4.53 collisions per 10,000 population. Kittitas County was second highest, with a rate of 4.45 collisions, and Chelan County was third with a rate of 3.75. Collision rates and the rate of pedalcyclists injured or killed were very close, indicating that in most reported pedalcycle crashes, a single pedalcyclist is injured (Table 7-5).

**Table 7-5: Pedalcycle collisions and injuries+  
By county - 1993**

| county             | population | killed | killed & injured + | killed/<br>injury rate * | collisions | collision<br>rate * |
|--------------------|------------|--------|--------------------|--------------------------|------------|---------------------|
| Over 1,000,000     |            |        |                    |                          |            |                     |
| King               | 1,587,700  | 2      | 546                | 3.44                     | 546        | 3.44                |
| 250,000 to 750,000 |            |        |                    |                          |            |                     |
| Pierce             | 640,700    | 1      | 161                | 2.51                     | 158        | 2.47                |
| Snohomish          | 507,900    | 2      | 139                | 2.74                     | 138        | 2.72                |
| Spokane            | 383,800    | 0      | 117                | 3.05                     | 118        | 3.08                |
| Clark              | 289,500    | 0      | 70                 | 2.60                     | 68         | 2.52                |
| 100,000 to 250,000 |            |        |                    |                          |            |                     |
| Kitsap             | 210,000    | 0      | 40                 | 1.90                     | 39         | 1.86                |
| Yakima             | 197,000    | 0      | 47                 | 2.39                     | 48         | 2.44                |
| Thurston           | 180,500    | 0      | 52                 | 2.88                     | 51         | 2.83                |
| Whatcom            | 140,900    | 0      | 37                 | 2.63                     | 37         | 2.63                |
| Benton             | 122,800    | 0      | 22                 | 1.79                     | 18         | 1.47                |
| 50,000 to 100,000  |            |        |                    |                          |            |                     |
| Skagit             | 88,100     | 0      | 14                 | 1.59                     | 14         | 1.59                |
| Cowlitz            | 86,100     | 1      | 41                 | 4.76                     | 39         | 4.53                |
| Grays Harbor       | 66,500     | 0      | 14                 | 2.11                     | 14         | 2.11                |
| Island             | 66,500     | 0      | 14                 | 2.11                     | 13         | 1.95                |
| Lewis              | 62,900     | 0      | 18                 | 2.86                     | 16         | 2.54                |
| Clallam            | 61,400     | 0      | 12                 | 1.95                     | 12         | 1.95                |
| Grant              | 60,300     | 0      | 15                 | 2.49                     | 15         | 2.49                |
| Chelan             | 56,000     | 1      | 21                 | 3.75                     | 21         | 3.75                |
| Walla Walla        | 51,800     | 0      | 7                  | 1.35                     | 7          | 1.35                |
| 25,000 to 50,000   |            |        |                    |                          |            |                     |
| Mason              | 42,900     | 0      | 10                 | 2.33                     | 10         | 2.33                |
| Franklin           | 41,100     | 0      | 10                 | 2.43                     | 10         | 2.43                |
| Whitman            | 39,400     | 0      | 12                 | 3.05                     | 11         | 2.79                |
| Okanogan           | 35,400     | 0      | 3                  | 0.85                     | 3          | 0.85                |
| Stevens            | 33,400     | 0      | 5                  | 1.50                     | 5          | 1.50                |
| Kittitas           | 29,200     | 0      | 13                 | 4.45                     | 13         | 4.45                |
| Douglas            | 28,500     | 0      | 0                  | 0.00                     | 0          | 0.00                |
| 10,000 to 25,000   |            |        |                    |                          |            |                     |
| Jefferson          | 23,500     | 0      | 3                  | 1.28                     | 3          | 1.28                |
| Pacific            | 19,800     | 0      | 3                  | 1.52                     | 3          | 1.52                |
| Asotin             | 18,300     | 0      | 4                  | 2.19                     | 4          | 2.19                |
| Klickitat          | 17,500     | 0      | 0                  | 0.00                     | 0          | 0.00                |
| Adams              | 14,300     | 0      | 1                  | 0.70                     | 1          | 0.70                |
| San Juan           | 11,900     | 0      | 0                  | 0.00                     | 0          | 0.00                |
| Pend Oreille       | 10,100     | 0      | 1                  | 0.99                     | 1          | 0.99                |
| Under 10,000       |            |        |                    |                          |            |                     |
| Lincoln            | 9,200      | 0      | 0                  | 0.00                     | 0          | 0.00                |
| Skamania           | 9,000      | 0      | 0                  | 0.00                     | 0          | 0.00                |
| Ferry              | 6,900      | 0      | 1                  | 1.45                     | 1          | 1.45                |
| Columbia           | 4,100      | 0      | 1                  | 2.44                     | 1          | 2.44                |
| Wahkiakum          | 3,500      | 0      | 0                  | 0.00                     | 0          | 0.00                |
| Garfield           | 2,300      | 0      | 0                  | 0.00                     | 0          | 0.00                |
| Total              | 5,240,500  | 7      | 1,454              | 2.77                     | 1,438      | 2.74                |

\* Frequency per 10,000 population

Source: WSP, OFM